



CLASON MEMORIAL U.F. CHURCH.

MOTHERWELL.

Presented to

Robert Muir

FOR REGULAR ATTENDANCE AT

THE BIBLE CLASS.

during the Session 1903-1904.

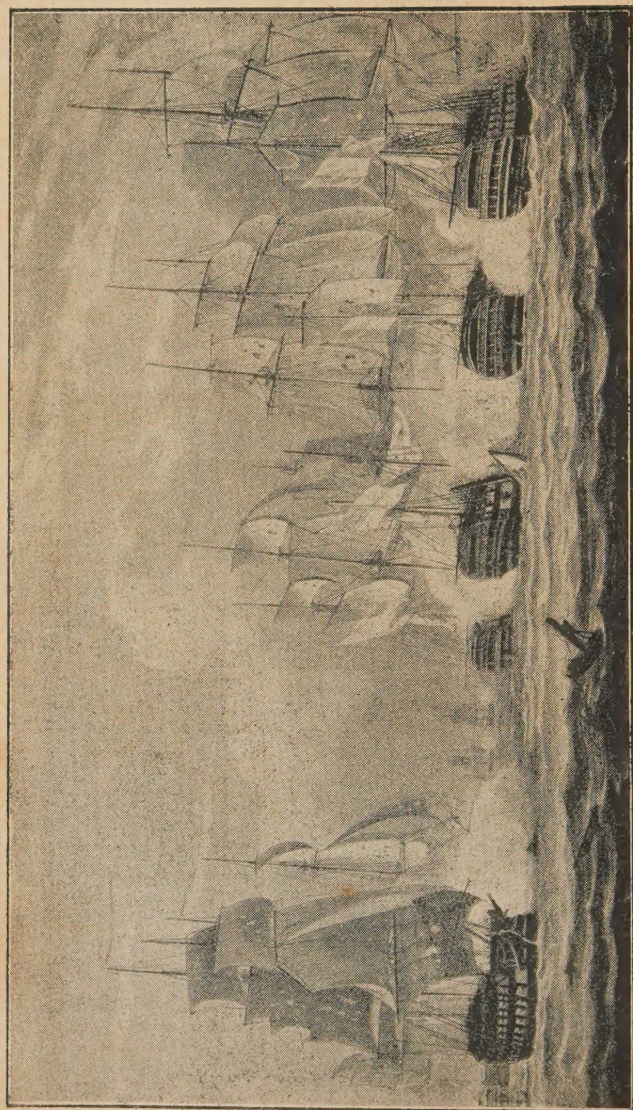
JAMES DEWAR,
Pastor

"In all thy ways acknowledge Him."

NATIONAL LIBRARY OF SCOTLAND
LENDING SERVICES
RESERVE STOCK No. 444



THE BATTLES
OF THE
BRITISH NAVY



THE BATTLE OF TRAFALGAR.

THE BATTLES

OF THE

BRITISH NAVY

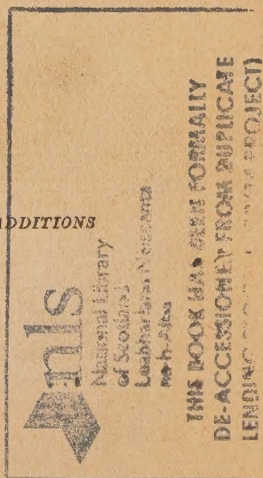
A POPULAR HISTORY OF ALL THE IMPORTANT ENGAGEMENTS
FROM THE EARLIEST PERIOD TO RECENT TIMES

BY

JOSEPH ALLEN, R.N.



SEVENTH EDITION REVISED—WITH ADDITIONS



LONDON

SIMPKIN, MARSHALL, HAMILTON, KENT, & CO

GLASGOW: THOMAS D. MORISON

843401

359.0942

ALL

CANCELLED

PREFACE.

IN presenting to the public a revised edition of the Battles of the British Navy, the author has to express his gratitude for the indulgence conceded to his previous efforts. The period which has elapsed since the publication of the first edition, has been in great part employed by him in rendering this record of the brilliant performances of the Navy more complete. Considerable departures from former statements have, in many instances, been thought necessary, and the additional matter will, he hopes, be found important. Numerous previously unnoticed actions have been introduced and the details of others extended.

The object sought to be achieved by the compiler, is to place within the reach of his countrymen an impartial record of those great and glorious conflicts on the ocean, by which Britain has gained her supremacy among nations. To the energy and skill of the British navy, commerce owed her protection against the world in arms, and without such powerful aid, peaceful traffic among civilized nations could never have attained its present flourishing condition.

Previous to the publication of this work, no comprehensive record of the same kind existed. Spread over scores of volumes, portions only of the noble deeds of England's sailors were accessible, except to the patient inquirer. English historians have paid little attention to the deeds of the Navy; and only the more prominent among them have obtained a place among our household words.

The authorities used in these volumes are not in all cases quoted, as the constant annotations would have destroyed the popular form of the work. The works of Lediard, Campbell, Beatson, Charnock, Schomberg, Brenton, James, Marshall, and the Naval Chronicle have furnished ample data, all have been carefully collated with each other.



CONTENTS.

INTRODUCTION—1190—1558

PAGE

King Richard's Crusaders' Fleet—King John's War with France—The Cinque Port Marines—Sea Fight off Winchelsea—Fights with the Spaniards—Battle near the Seine—King Henry VII. the Real Founder of the British Navy 	13
---	----

CHAPTER I.—1559—1603

In Queen Elizabeth's time—The Spanish Armada—Expedition to the Azores—Great Battle off Cadiz ...	21
--	----

CHAPTER II.—1620—1674

The Wars with the Dutch—Engagement off Plymouth—Dutch attack the English off the Goodwin—And again at the Ness—Battle off Foreland—Battle off the Gable—Expedition to Algiers—Second Dutch War—A Series of Great Battles—Peace	28
--	----

CHAPTER III.—1675—1700

Expedition against the Tripoline States—Action off Beachy Head—Battle with the French off Cape Barfleur—Action off Lagos—Bombardment of Dieppe and Dunkirk—Action off the Barbary Coast—Bombardment of St. Malo 	42
---	----

CHAPTER IV.—1700—1713

Benbow's Battle with Du Casse—Action in Vigo Bay—Battle at Granville—Capture of Gibraltar—Leake's Engagement off Cabrita Point—Loss of two British Convoys—Wagner in the West Indies—An indefatigable French Commodore—Engagement in the Mediterranean—End of the War 	53
---	----

CHAPTER V.—1713—1744

Great Battle with Spanish Fleet off Sicily—Roberts the Pirate—The Reduction of Morocco—Capture of Porto Bello—A Series of Fights in the West Indies	67
---	----

CONTENTS.

CHAPTER VI.—1744—1748

PAGE

War again with France—Action off Toulon—Anson's
 Battle with Jonquiere—Fox Captures Forty-eight
 Merchant Men—Battle off Cape Finisterre—Action
 in the West Indies 76

CHAPTER VII.—1748—1762

The "Seven Years'" War—Battle at Minorca—Engage-
 ments in the West Indies—Battle off Cape de Gata—
 Hawke's Engagement at Rhé—Engagement in East
 Indies—Expeditions against St. Malo and Cherbourg
 —Siege of Louisbourg—Battle off Barbary Shore—
 Battle off Ceylon—Battle off Belleisle—Action in
 the North of Ireland—Engagement in West Indies—
 Actions off Cadiz, Vigo, and Gibraltar—Capture of
 Hermione—Peace 84

CHAPTER VIII.—1763—1777

War with America—Various Actions—Fighting at
 Quebec—The Battle of the Lakes—The Attempt
 upon Charlestown—Fighting on the Delaware—
 Capture of the Hancock—West India Convoy ... 104

CHAPTER IX.—1778

France joins the War—Lord Howe's Battles with the
 French Fleet—Captain Jones's Exploits—Action
 with the French off Lizard—Another Engagement ... 118

CHAPTER X.—1779

British and French Fleets in West Indies—Severe Action
 —Expeditions on the American Coasts—Defeat of
 the American Fleet—Captain Jones's Great Fight
 off Scarborough—Fights with the Spanish ... 120

CHAPTER XI.—1780—1782

Battle with Spanish Fleet—Battle with French in West
 Indies—Further Engagements in West Indies—
 Battle with the Dutch at Dogger Bank—Several
 Engagements with the French 13

CHAPTER XII.—1782—1783

PAGE

A Series of Battles with the French and Spanish—Great Victory over the French in West Indies—Another Action in West Indies—Peace—Results of the War	144
---	-----

CHAPTER XIII.—1793

The French Revolution War again—Several Minor Actions—British Fleet at Toulon—Capture and Destruction of French Fleet—British Squadron at Corsica—Minor Actions	153
---	-----

CHAPTER XIV.—1794

Extraordinary Adventure of the Juno—Defeat of the French off Guernsey—Great and Prolonged Battle between Howe and Villaret	163
--	-----

CHAPTER XV.—1795

Battle between British and French off Genoa—A Series of Actions between British and French—Battles fought by Admirals Cornwallis, Bridport, Hotham, Rainier, and Elphinstone	178
--	-----

CHAPTER XVI.—1796

A Series of Minor Engagements	186
-------------------------------	-----

CHAPTER XVII.—1797

French Attempt on Ireland Foiled—Brilliant Action off Ushant—Great Battle between British and Spanish Fleets—Capture of Trinidad—Action off Welsh Coast—Fight at Cadiz—Attempt on Santa Cruz—Gallant Action near Scilly—Great Battle between British and Dutch Fleets	191
---	-----

CHAPTER XVIII.—1798

Engagement off Brest—Another off H��vre—Also off the Spanish Coast—The Battle of the Nile—Action in Donegal Bay	203
---	-----

CHAPTER XIX.—1799

PAGE

Action between Sibylle and Forte—Engagement off Belle Isle—Surrender of the Dutch Fleet—Another Action with the Dutch—Engagement with Spanish Gun-Boats—Other Engagements with the Spanish	...	219
--	-----	-----

CHAPTER XX.—1800

Numerous Minor Actions this Year	...	227
----------------------------------	-----	-----

CHAPTER XXI.—1801

Britain at War with all Europe—Expedition to Egypt—Battle at Copenhagen—Battle fought against the Combined French and Spanish Fleets—Unfortunate Cutting out Action at Boulogne—Peace of Amiens		234
---	--	-----

CHAPTER XXII.—1803

A Series of Gallant Minor Engagements	...	249
---------------------------------------	-----	-----

CHAPTER XXIII.—1804.

Again a Series of Minor Actions	...	254
---------------------------------	-----	-----

CHAPTER XXIV.—1805

War with Spain—Nelson pursuing the French Fleet—Action near Malta—Battle between the Fleets of Admiral Calder and Admiral Villeneuve—The French Flotillas for Invasion of England—Action with the Rochefort Squadron	...	259
--	-----	-----

CHAPTER XXV.—1805

The Battle of Trafalgar—The Death of Nelson	...	264
---	-----	-----

CHAPTER XXVI.—1806

Battle of San Domingo—Gallant Minor Actions—Sir Samuel Hood's Squadron—A Famous French Privateer	...	289
--	-----	-----

CONTENTS.

11

CHAPTER XXVII.—1807

PAGE

Captures in the West Indies—British Fleet at the Dardanelles—Capture of the Danish Fleet—Gallant Action by Windsor Castle—Fighting in the East Indies ... 301

CHAPTER XXVIII.—1808

A Series of Gallant Minor Actions—A Fight with the Turks—Battle with the Russians—Other Minor Actions ... 310

CHAPTER XXIX.—1809

Great Attack on the French Fleet in Basque Roads—Additional Interesting and Gallant Minor Actions—Great Expedition against French Shipping at Flushing—Further Brilliant Minor Actions ... 322

CHAPTER XXX.—1810

Numerous very Gallant Minor Actions ... 339

CHAPTER XXXI.—1811

Battle in the Adriatic—Brilliant Engagement off Isle-de-Passe—Naval Transactions at Java—Interesting Minor Engagements ... 356

CHAPTER XXXII.—1812

Gallant Minor Actions—War with United States—Severe and Unfortunate Actions with American Ships ... 369

CHAPTER XXXIII.—1813

Severe Engagements between British and United States Ships ... 382

CHAPTER XXXIV.—1814

Several Interesting Engagements between British and French Vessels—Continuance of War with America—Severe Engagements along the Coast ... 389

CHAPTER XXXV.—1815

PAGE

Several Severe Engagements between American and British Ships—Peace—Statistics regarding the Recent and Previous War	400
---	-----

CHAPTER XXXVI.—1816

Bombardment of Algiers	406
-------------------------------	-----

CHAPTER XXXVII.—1827

Battle of Navarin	411
--------------------------	-----

CHAPTER XXXVIII.—1840

Operations on the Coast of Syria	416
---	-----

CHAPTER XXXIX.—1854

War with Russia—Several Engagements—The Bombard- ment of Sebastopol	423
---	-----

CHAPTER XL.—1882

Bombardment of Alexandria	432
----------------------------------	-----

THE BATTLES OF THE BRITISH NAVY

INTRODUCTION

1190—1558.

KING RICHARD'S CRUSADERS' FLEET—KING JOHN'S WAR WITH FRANCE—THE CINQUE PORT MARINES—SEA FIGHT OFF WINCHELSEA—FIGHTS WITH THE SPANIARDS—BATTLE NEAR THE SEINE—KING HENRY VII. THE REAL FOUNDER OF THE BRITISH NAVY.

THE efforts used by the monarchs of Christendom to rescue Jerusalem from the power and possession of infidels, brought into action that energetic spirit, and that gallant daring, which have ever since distinguished British seamen. Richard, of the Lion Heart, having made common cause with Philip of France, a joint expedition was fitted out for the prosecution of the Holy War. Early in 1190, a large fleet, collected from all parts of England, Normandy, Poitou, Brittany, and Aquitaine, had assembled at Dartmouth from which port they are supposed to have sailed in the month of April. Richard had proceeded overland to Marseilles, where the fleet was to assemble preparatory to proceeding on their mission. This fleet was commanded by Gerard archbishop of Aix, Bernard bishop of Bayonne, Robert de Sabloil, Richard de Camville, and William de Fortz of Oleron, who were styled "Sea Justices." Richard landed at Acre, June 10th, and such was the impulse given to the besiegers by his presence, that on the 12th of July following Acre surrendered.

In 1213 King John having been excommunicated by the Roman pontiff, Philip, king of France, gladly availing himself of the Pope's denunciation of his rival, made preparations to invade England. The Count of Flanders, siding with John, however, Philip determined to commence hostilities with his neighbour, and the army and fleet prepared for the invasion of England were sent to Flanders. An immense concourse of shipping, therefore, assembled at Damme. So numerous was it that the harbour could not contain the whole, and many ships were compelled to anchor outside. John, being appealed to, readily responded to the call, and 500 vessels, commanded by the Earl of Salisbury, the Duke of Holland, and the Count of Boulogne, and having on board 700 knights, proceeded to the relief of the Flemish. The French were unprepared for this

hostile and prompt measure. Their ships were deserted of their crews, who were engaged in plunder on shore, or as others say, besieging Ghent; 300 sail, laden with corn, wine, and arms, were captured, and 100 others burnt. The Earl of Salisbury then landed at the head of his troops but Philip despatched an overpowering force, and compelled him to retreat to the ships. Philip, fearing further calamities, withdrew his army from Flanders, after burning the remainder of his ships.

The reign of Henry III. furnishes few naval occurrences sufficiently prominent to demand notice, and hence a blank of more than half a century. In this year, however, a circumstance happened which involved England in another war with France. An English ship belonging to the Cinque Ports having entered a port of Normandy, the crew were attacked, while procuring fresh water, by some Norman fishermen, and one man killed. In consequence of this *fracas*, the Normans assembled all their forces, expecting the English to take revenge, and the latter to repel further insult. The Normans shortly afterwards added to their former crime that of hanging the crews of two English vessels which they captured, and at the same time hung an equal number of dogs, implying that they entertained no sort of difference between the two races. The Cinque Port mariners immediately prepared to revenge this insulting cruelty; and, after numerous acts of hostility committed on both sides, it was at length resolved that the matter should be settled in one grand fight.

A ship was stationed half-way between the coasts of England and Normandy, to mark the place of engagement, and on the 14th April (or 14th May, according to another authority) this action took place. Both parties had obtained assistance from their neighbours—the English from the Irish and Dutch, and the French from the Flemish and Genoese; and the assembled fleets amounted to little short of 200 on each side. Snow and hail preluded the encounter, which is described as having been most terrific. Thousands fell, and a number of ships were destroyed, when victory decided in favour of the English. The latter returned in triumph, attended by numerous prizes. The French king demanded satisfaction for the losses sustained by his subjects, and it was ultimately agreed to give him possession of Gascony for forty days. At the expiration of this period Philip refused to restore that possession, and Edward determined to regain it by force of arms.

The year 1340 is distinguished by a very desperate battle, at which Edward III. was present. Edward had now formally assumed the title and arms of king of France, and had determined to maintain his right by force of arms. Orders were consequently issued to all the seaports to impress shipping, and

proclamations and inducements of every kind were resorted to for the purpose of collecting a sufficient squadron. The king arrived at Ipswich in June, in readiness to embark for Flanders; but hearing that the king of France had assembled an immense fleet at Sluys to oppose his landing, Edward's advisers earnestly dissuaded him from proceeding with the expedition. In vain, however, did they represent the difficulties in his path, for on the 20th of June Edward embarked in the cog* Thomas, commanded by Richard Fylle, and attended by the Earls of Derby, Northampton, Arundel, and Huntingdon, and other noblemen. On the 22nd, Sir Robert Morley, with fifty sail of ships, joined the royal fleet, previously numbering 200 sail; and on the 23rd gained sight of the French fleet lying in the harbour of Sluys. The French ships were manned with more than 35,000 Normans, Picards, and Genoese; and commanded by Kiriët, Bahuchet, and the renowned Genoese admiral Barbenoire. Doubts have arisen as to whether the action which ensued was fought within or without the harbour. King Edward states broadly that it was within the port; but it is probable that the principal part took place off the mouth of the harbour, since there would not have been space within for such an extensive contest.

Our early historians, Knyghton and Hemingford, differ as to the number of the enemy's ships, the former stating it at 250, the latter at 200, besides smaller ships, &c., and Froissart estimates it at 140 large ships, besides "hokebos." The masts of such a numerous assemblage resembled a forest rather than shipping. Of these ships nineteen were distinguishable for their great size. Early on Saturday morning, the 24th of June, the two fleets were at no great distance from each other, but it was noon ere the tide suited for the entrance of the English. Edward placed the largest ships in the van, well manned with archers; and between each a smaller vessel was stationed, containing men-at-arms. The second division, consisting of smaller vessels, carrying archers, was kept in reserve. The French fleet was in four divisions, and the ships were secured to each other with chains. Quantities of large stones were stored in the tops, and also in small boats hoisted to the mast-head, to be hurled on the heads of assailants. The Christopher, full of Genoese archers, was in the foremost rank with the Edward, Katherine, Rose, and other large cogs, all of which had been captured from the English on previous occasions. At about 11h. a.m., Edward ordered his fleet to prepare for battle, but to stand off on the starboard tack, in order to gain the advantage of having the sun at their back.

The French, misled by this proceeding, imagined that their adversaries were declining the engagement. Another reason

* A larger vessel than those usually designated "ships."

assigned for the manœuvre is, that the English finding the enemy chained together, despaired of being able to break through them. Believing that Edward, whose banners were displayed on board one of the ships, intended to decline the combat, the French cast off their lashings and pursued the English. They were, however, shortly undeceived; for, having gained the advantage sought, the English bore away for the enemy, and commenced the fight at noon. Sir Robert Morley attacked the *Christopher*, in which he was well supported by the Earls of Huntingdon and Northampton. Sir Walter Manny was the fourth ship engaged; but in a short space of time each found a warm antagonist. Flights of arrows darkened the sky; huge stones and missiles of every kind then used in warfare fell in all directions, dealing death, contusions, and wounds, while, hand to hand, engaged the men-at-arms and brave marines. Hatchets, lances, swords, and every available weapon found full employment. The ships clustered together and secured to each its adversary; by grappels the crews boarded, and all that strength and valour could accomplish on either side was performed.

In the end, the French were completely defeated with terrific slaughter. The *Christopher*, *Edward*, *Katherine*, and *Rose*, with several large French ships, were captured; and so complete was the discomfiture of the van division, that the remainder sought safety in flight. The number of slain and drowned has been estimated at from 25,000 to 30,000. The French admirals, Kiriet and Bahuchet, were included among the killed; but a French historian, quoted by Nicolas, states that Bahuchet, after he was slain, was hung to the yardarm of one of the English ships. The loss of the English is estimated by a Flemish writer at 4000. A more desperate or sanguinary struggle is not on record, and it heralded that martial glory which subsequently crowned the arms of England at Poitiers and Cressy.

In 1350, the Spaniards having robbed some English ships and murdered their crews, and having threatened to destroy all English shipping, Edward assembled a fleet, and proceeded to Winchelsea. On the 28th of August, he embarked on board the cog *Thomas*. He was accompanied by the Prince of Wales and many great personages, including the Earl of Richmond (then too young to wear armour), Sir Walter Manny, and nearly 400 knights. The King, attired in a black velvet jacket and beaver hat, stationed himself in the bow of his ship, then, we presume, considered the post of honour. At length the Spaniards, with forty large ships, denominated carracks, hove in sight. So strong and handsome were they, that they were the theme of admiration to all beholders. Each mast was decorated with rich standards and banners; and their tops filled with

soldiers and missiles. At 4h. p.m. on Sunday, the 29th, the wind blowing fresh from the north-east, the look-out man announced the enemy's approach.

The Spaniards were sailing down channel at a rapid rate, and had they sought to avoid an action, the English ships would not have been able to bring one on. The English fleet, led by their chivalrous king, stood out to the attack, and on arriving close to a heavy ship, Edward, reckless of consequences, ordered his steersman to lay her aboard; the order was quickly obeyed, but such was the violence of the contact that the mast of the cog Thomas went over the side, the men in the top were drowned, and the ship sprang a dangerous leak. The Spaniard then sheered off, leaving Edward to seek another combatant. With difficulty he succeeded in grappling with an enemy, and, impetuously boarding, carried her, after much opposition. Finding the cog Thomas to be now sinking, a fact previously kept from the knowledge of Edward by his knights, she was abandoned, and sank, the remainder of the crew removing into the prize. In the prize Edward pursued the enemy (by this time engaged closely by other ships as well), and pushed into the thickest of the fight. The Prince of Wales's ship was also in a sinking state, grappled by a huge adversary, when the Earl of Lancaster opportunely arrived up, and shouting "Derby, to the rescue!" boarded and obtained possession of the Spaniard, throwing all who resisted into the sea. The Prince had only time to get his followers into the prize when his own ship foundered. Sir Robert de Namur and his ship, *La Salle du Roi*, were in imminent danger of being carried off by the Spaniards. He had grappled a large ship, but being warmly opposed, could not overcome his antagonist. The two ships were rapidly leaving the rest of the fleet; and the English ships were unable to overtake the pair of combatants.

Froissart gives Sir Robert's valet (*Kannekin*) the credit of extricating the ship from the danger of being run away with, by cutting the halyards of the principal sail, and afterwards the shrouds. The English, taking advantage of the confusion caused by the fall of the yard and sail on the deck, boarded, and driving the Spaniards into the sea, obtained possession of the prize. The Spanish fleet was completely beaten, and twenty-six large ships captured. Edward, satisfied with his victory, stood in-shore, and anchored at Rye, with his prizes. No record is preserved of the casualties on either side, but which must have been numerous.

When all the circumstances of this sea-fight are considered, it must ever rank high in our annals; for although the English ships were probably more numerous, yet, in such an encounter, the superior size of the Spaniards gave to them an inconceivably

great advantage. Not without reason, therefore, did this victory gain for Edward the title of King of the Sea; and the Prince of Wales, known as Edward the Black Prince, and the young John of Gaunt gained on this day unfading laurels. The successes attending the arms of England, while they for a time paralysed the efforts of her enemies, had the effect of rendering the people supine and careless of their best bulwarks, and numerous were the inroads made upon her shipping and seacoast.

On the 10th of June, 1372, the Earl of Pembroke sailed from Southampton in command of a squadron, intended for the relief of Rochelle, then besieged by the French. Pembroke was accompanied by several valiant knights, including Sir Guichard d'Angle. The King of France having learnt the object of the expedition, despatched the fleet of his ally the King of Castile, consisting of forty large ships and many barges, to intercept them. The Spaniards were commanded by Ambrosio Bocanegra. The English squadron arrived off Rochelle on the 22nd June; but the Spaniards were beforehand, and were found lying at the entrance of the harbour. To engage them was inevitable, although the inferiority of the force under Pembroke was such as to render it a desperate undertaking. In addition to the large number of men-at-arms on board the Spanish ships, whose weapons were crossbows and cannon, large bars of iron and lead were used with destructive effect.

The Spaniards weighed, and, being to windward, bore down upon the English ships with loud shouts and great noise. They were received with similar sounds, and the fight became very animated on both sides. The lofty ships of the Spaniards were, in this instance, more than a match for their comparatively diminutive opponents. Pembroke and D'Angle and the other knights gave most astounding proofs of chivalry; but, nevertheless, when night put an end to the contest, they were the losers of two barges. The rival squadrons anchored for the night close to Rochelle, and the next morning the fight was resumed by the Spaniards bearing down on the English with all sail set. Pembroke was attacked by four large ships full of soldiers, and against such fearful odds it was in vain long to contend. The Earl and his brave companions in arms were made prisoners, and the chief part of his ships taken or destroyed. The loss of Guienne was attributed to this discomfiture.

In 1416, Harfleur being closely besieged by the French, an English fleet was assembled for its relief, under the Duke of Bedford, and Sir Walter Hungerford was appointed admiral. On the 15th August, the fleet, consisting of about 400 small vessels, being off the Seine, had a desperate engagement with a number of large Genoese carracks, which had been hired by the

French. The action lasted five hours, and terminated in the defeat of the French and the capture of three great carracks and many small vessels; and 1500 men are said to have been killed on the side of the enemy, but only 100 on the part of the English. The French had collected a large force to intercept vessels going to Calais, and the Cinque Port authorities were called upon to fit out ships to put down the enemy. The Earl of Warwick, Captain of Calais, and five balingers—a description of galley—attacked one of these carracks, which was higher by the length of a lance than the most lofty of the English vessels. The fight lasted a considerable period, and at last the English, not having any boarding-ladders, were unable to gain a footing on the enemy's deck. In this action Lord West was killed. While standing near the mast, putting on his armour to board the carrack, and being without his bacinet, he was struck on the head by a stone, which caused his death.

Henry VII. was the monarch of whom it may be said that he laid the foundation of the royal navy. From the earliest periods, the ports and maritime towns of the kingdom had furnished their quota of ships, which, assembling at an appointed rendezvous, placed themselves under the orders of the King's officers. The first ship which, strictly speaking, belonged to the royal navy, was the Great Harry, built in 1490.

War was declared against France in 1512, and a fleet fitted out, the command of which was conferred upon Sir Edward Howard, Lord High Admiral. The expedition departed in May, and having conveyed a land expedition to Spain as far as Passages, Sir Thomas Howard (brother of the Lord High Admiral) landed at Conquet and Brest, burnt the towns, and laid the country waste. The French also fitted out a fleet; but the King having reinforced the English squadron with twenty-five large ships, Sir Edward Howard was enabled to offer them battle. Sir Thomas Knivett, or Knevet, commanded the *Regent*, a ship of 1000 tons; and Sir Charles Brandon (who, in addition to the crew, was accompanied by Sir Henry Guildford, and sixty of the tallest yeomen of the guard) commanded the *Sovereign*, the next ship in size to the *Regent*. On the 10th of August, the English fleet, numbering forty-five large ships, arrived off Brest just as the French fleet, of thirty-nine sail, was coming out, and Sir Edward Howard made the signal for an engagement. The *Regent* and *Cordelier* (the largest ship in the French fleet) attacked each other, as if by mutual consent; both grappled, and a well-contested battle ensued. But the *Cordelier* unfortunately took fire, and that ship and her antagonist blew up. On board the *Regent*, Sir Thomas Knivett and 700 men were lost; and in the *Cordelier*, Sir Pierce Morgan (Sieur Porsmoguer), the French Admiral, and her crew of 900

are supposed to have perished. This is supposed to have been the first sea action in which great guns were extensively used. After the destruction of these ships the fleets separated, the French making their escape into Brest; but both had sustained considerable damage.

In the spring of next year a fleet of forty-two large ships, besides tenders, under the orders of Sir Edward Howard, Lord High Admiral, was despatched to destroy the French fleet in Brest harbour. The expedition, on arriving off Brest, found the French fleet ready for sea. The English immediately entered the harbour, and observing that the French had thrown up several batteries for the protection of the fleet, and that such precautions had been taken as to render an attack difficult, Sir Edward Howard resorted to a *ruse*. He sent the boats of the fleet to an unprepared side of the harbour, with the apparent intention of making a landing there, which drew large bodies of men down to the shore for its protection; but, in the meantime, the admiral sailed higher up the harbour, and landed opposite the town of Brest. The country was ravaged, and the houses burnt close up to the walls of the citadel, after which the English fleet withdrew.

In the meantime six French galleys arrived on the coast, but hearing that the English were in Brest, made for the Bay of Conquet, and, for better security, M. Pregent, who commanded the galleys, disposed them between two fortified rocks. After clearing the harbour, the Lord High Admiral determined on endeavouring to destroy the galleys, but as his large ships could not go sufficiently close, he took the only two galleys he had, and going on board one, and accompanied by two barges and some boats of the fleet, proceeded to the attack. Sir Edward succeeded in getting alongside the galley commanded by M. Pregent, when he ordered them to be lashed together, and a hand-to-hand fight ensued. The admiral was followed by a Spanish cavalier, and seventeen men, and their impetuosity was such as at first to bear down all resistance; but the galleys having separated, the French rallied, and in their turn successfully attacked the English. Borne down by numbers, many were driven into the sea, among them the heroic admiral; and one seaman only remained alive of all who had boarded. Lord Ferrers, who commanded the other galley, was also defeated. The King was much distressed at the loss of so valuable a subject; and immediately appointed Sir Edward's brother, Sir Thomas Howard, to the post of Lord High Admiral, placing at the same time a large force at his disposal. Sir Thomas Howard amply revenged his brother's loss; and on the 1st of July in the same year, landed in Whitsand Bay, pillaged the adjacent country, and burnt a large town.

Flushed with his temporary success, M. Pregon landed on the coast of Sussex, where he ravaged the country, and acquired some booty ; but he was speedily obliged to retire by Sir Thomas Howard.

CHAPTER I.

1559—1603.

IN QUEEN ELIZABETH'S TIME—THE SPANISH ARMADA—EXPEDITION TO THE AZORES—GREAT BATTLE OFF CADIZ.

THE commencement of Elizabeth's reign gave evidence of the high value she placed upon her sailors, and throughout it we find abundant proofs of the good effect of her tending. The "dominion of the seas" had been claimed by the Saxon kings ; but many hard battles had to be fought to establish the assumed supremacy ; and to a female's sovereign hand we owe, in great measure, the foundation of our naval power. One of the first acts of Elizabeth's reign was to store her magazines. She ordered several pieces of brass and iron cannon to be cast, and caused large quantities of gunpowder to be made, the first manufactured in England. The number of ships of the navy she caused to be considerably increased, and in a short time collected a well-equipped and powerful fleet. By her encouragement of private adventures, also, she induced numerous powerful and wealthy individuals to fit out ships to cruise against Spain, and these, when assailed by foreign foes, she brought to serve her. With these means at her command, Elizabeth might be said to have exercised control over a fleet capable of employing 20,000 seamen. At length, however, the spirit of privateering grew to such a height that the Queen was obliged to exert her utmost power to restrain it.

The daring exploits of Drake and his band, and of the many other adventurers, and the quantity of gold taken by them from the Spaniards, at length drew down upon England the threatened vengeance of that powerful nation. Hitherto, for nearly twenty years, conquest and insult had been obtained and offered with impunity ; but the patience of the Spaniards was at length exhausted, and in consequence the formidable armada, termed by them "invincible," was fitted out, which was to crush and annihilate England and her puny defenders.

This fleet consisted of 132 large ships, averaging 448 tons burden each, together with numerous galleases, and many smaller vessels, mounting in all 3165 pieces of brass and iron ordnance. On board these vessels were embarked 21,855 soldiers, 8776 mariners, and 2088 galley-slaves. On board the armada were carriages, horses, mules, chains, whips, butchering-knives, thumb-screws, etc., showing that the Spaniards, if successful, were bent

upon grandeur as well as vindictive retaliation. Twelve ships were named after the apostles, and priests to the number of 180 were embarked on board the different ships. The cost of daily maintenance of this fleet and its crew, etc., has been estimated at 32,000 ducats. The fleet of England, in comparison with this vast flotilla, was miserably small, and yet the sequel proved that the battle is not always to the strong. Charles Howard, Earl of Effingham, was selected to command the tiny fleet, as Lord High Admiral, to whose precautions and able measures England was mainly indebted for the triumph obtained over her formidable foe.

On the 21st of May the Lord High Admiral, leaving Lord Henry Seymour in the narrow seas with forty sail of English and Dutch ships, to watch the movements of the Duke of Parma, departed from the Downs, and sailed down Channel with as many ships as he could procure, and twenty merchant ships. On the 23rd of May he arrived at Plymouth, where he was joined by Sir Francis Drake, whom the Lord High Admiral appointed his Vice-Admiral, with 60 ships. The English fleet then amounted to 90 sail, and after storing and victualling the ships, the whole put to sea, and cruised in the mouth of the Channel between Ushant and Scilly.

England in the meanwhile was left in the most feverish state of excitement. The vast preparations and the denounced vengeance of a bigoted and enraged nation—acting upon minds ignorant of the strength and prowess of their sailors, which was to protect them from the threatened horrors—caused great consternation; nor was the alarm altogether ill founded. The fleet of England was composed of ships collected in such manner as the short time permitted, and few of them were calculated to contend with the powerful ships of Spain.

The number embarked on this occasion did not exceed 15,000 men, while the Spanish force was manned by 8766 mariners and 21,855 soldiers.

On the 1st June, this fleet of Spain sailed from the Tagus, with all the pomp and pride imaginable; but they had not reached further than Cape Finisterre when a gale of wind dispersed them. Several of the galleys deserted and took refuge in a port of France, and many of the ships would doubtless have fallen into the hands of the English had not a northerly wind sprung up, which enabled them to reach their own shores. The report of this dispersion of the Spanish armada reached England, and being greatly exaggerated, it was stated that the whole fleet was destroyed, and that no attempt upon England could be made until the next year.

Accordingly, the Lord High Admiral was ordered to dismantle four of his largest ships; but the Admiral objected to

this measure, and offered to maintain the ships at his own charge, rather than weaken his force by their loss. Distrusting the report of the damages sustained by the armada, the Admiral determined on standing over to the coast of Spain, to ascertain by his own observation their truth or falsehood. He arrived within a short distance of the coast, where he learnt the real extent of the injury received in the gale; and, the wind shifting to the southward, he returned in all haste to Plymouth. On the 12th of July he arrived at Plymouth, and used all expedition in refitting and revictualling his fleet. Nor was his haste unnecessary; for the same wind which had brought the English fleet to England was also wafting the huge armada to her shores.

On the 19th of July this dreaded enemy, commanded by the Duke of Medina Sidonia, after encountering much bad weather, appeared off the English Channel. They made the Lizard, but mistaking it for the Ram Head, stood off to sea again, with the intention on the following morning, of attacking the English fleet in Plymouth Sound. But on the same day, Captain Thomas Fleming, commanding an English privateer, discovered them, and made all speed to Plymouth with the intelligence. The wind blew fresh from the south-west; but, notwithstanding the great difficulty of clearing the Sound with that wind, so great was the anxiety of the Lord High Admiral that he persevered, and got out in the afternoon of the same day, but with six ships only. On the 20th many more ships got out, and with his fleet of fifty-four sail he stood off shore in search of the enemy. The Spanish armada was soon discovered, extending in a line abreast, of near seven miles in extent, and steering up Channel before the wind.

"The ships," says Lediard, "appeared like so many floating castles, and the ocean seemed to groan under the weight of their heavy burdens." The Lord High Admiral did not attempt to arrest their progress, but waited for the remainder of his ships to come out of Plymouth, when he intended to attack their rear. The next morning, being Sunday, July 21, many ships having joined the English fleet, which now amounted to 100 sail, the Lord High Admiral ordered a pinnace, called the *Defiance*, commanded by Mr. William Cope, to proceed to the attack, and to denounce war against the enemy, whilst he, in his own ship, the *Ark-Royal*, followed up the attack. The ship the Admiral engaged he mistook for the Spanish Admiral's, and he fought her until several ships dropped astern to her rescue, when, being unsupported, he was obliged to leave off action. Drake, Hawkins, and Forbisher, also, gallantly advanced and attacked the enemy, and so animated was the fire those experienced leaders kept up, that the Spanish fleet was thrown into the greatest confusion.

The English ships, though insignificant in point of size, possessed the advantage of being easily handled and good sailing, and therefore attacked their enemies wherever they appeared most vulnerable and in disorder. At length the Admiral thought fit to recall his ships to await the junction of forty ships still in Plymouth. During the night the wind increased, and several Spanish ships got foul of one another, and were much damaged. Among them was a galleon, which, having lost her foremast and bowsprit, was deserted by her crew, and became a prize to Sir Francis Drake, who, it seems, had closely followed the armada during the night, as had also the Lord High Admiral, with the *White Bear* and *Mary Rose*. In the morning, therefore, the Admiral and his immediate followers were a long distance in advance of the body of the fleet.

On the 23rd the second engagement took place. The wind having changed to north-east, the Spanish fleet was under the necessity of bringing on an action, and at daybreak bore down upon the English fleet, which, upon seeing the design of the Spaniards, tacked to the westward. In the course of a short time the action commenced. Confusion reigned triumphant, and it is probable that the English were as much indebted to the shot of the Spaniards for their success as to their own. Personal bravery was everywhere conspicuous. The diminutive size of the English ships preserved them from injury, the shot of their lofty adversaries passing harmlessly over them. Mr. William Cope, who was a volunteer on the occasion, in a small pinnace called the *Defiance*, fell in the action whilst performing prodigies of valour. The wind was blowing fresh with a heavy sea, which increased the confusion of the Spaniards, and the nimble and well-handled ships of the English committed great devastation with impunity. To give anything like a correct detail of this day's battle would be impossible. The wind shifted from north-east to south-east and south-south-east, and this, together with the number of ships, caused separations. These separations again gave rise to acts of bravery and skill, to succour the over-pressed; but it does not appear that any decisive advantage was gained by the English beyond taking one large Venetian ship and several small vessels. The fight continued throughout the day with unabated vigour, so long as the English ammunition lasted.

On the 4th, a cessation of firing took place, the English having no powder; and the Lord High Admiral availed himself of the respite to bring his fleet into better order. He divided the fleet into four squadrons, himself commanding one in the *Ark-Royal*, and committing the other three to the charge of Sir Francis Drake, in the *Revenge*, Sir John Hawkins, in the *Victory*, and Captain Martin Forbisher, in the *Triumph*. On

the 25th, the armada had reached as far up Channel as the Isle of Wight, and here, having outsailed the *St. Ann*, a Portuguese galleon, the *Victory* made her a prize. But Sir John Hawkins did not keep his rich booty without some trouble; three Spanish galleases (a powerful description of galley mounting heavy guns) approached to her rescue; but these were at length beaten off with much loss by the *Ark-Royal* and the *Golden Lion*.

This action took place during a calm, both fleets looking on, but neither being able to take any part, with the exception of the two ships above named, which were towed by the galleys to the attack of the galleases. A few other skirmishes occurred this day, but no decisive battle; and on the succeeding day it was determined not to attack the armada again until it had arrived in the Straits of Dover. The Spaniards accordingly pursued their course, the English following them at a respectful distance.

On the 27th of July the armada anchored off Calais, and the English fleet, now amounting to 140 sail, also anchored at no great distance to the westward. Here the Lord High Admiral fitted out eight of his oldest ships for fire-ships, and on the night of the 28th sent them among the Spanish fleet under Captains Young and Prowse. On the near approach of these ships to the Spaniards they were fired, and caused a universal panic and much loss, although it does not seem that any actual damage was committed by the burning vessels. Several of the Spaniards, having put to sea to avoid the fire-ships, were driven past Calais, and were warmly attacked by the *Revenge*, *Victory*, *Nonpareil*, *Mary Rose*, *Hope*, *Dreadnought*, *Swallow*, and several others.

The loss to the Spaniards in these various encounters was very great. A galleon, the *St. Matthew*, was captured, the *St. Philip* was cast away, and, in short, the whole Spanish fleet, reduced to the utmost distress, determined on retreating from the scene of their reverses. The poor remains of this once proud fleet reached the Spanish coast about the end of September, in a miserable plight, having lost ten of their number on the coast of Ireland, and, altogether, forty large ships, which had foundered or had been captured or destroyed in the Channel. The loss to the English amounted only to one small ship, and about 100 men; while the loss to the Spaniards, according to several accounts, amounted to 10,185 men. In reward for his devotion and skill, the Lord High Admiral was created Earl of Nottingham, and was further made Lord Justice itinerant of all the forest south of Trent.

In 1591 a fleet of seven Queen's ships—*Defiance*, *Revenge*, *Nonpareil*, *Bonaventure*, *Lion*, *Foresight*, and *Crane*, under the command of Lord Thomas Howard, sailed with the purpose of

intercepting the Spanish India ships, which had during the preceding year been kept back. The expedition, which was very badly found, departed for the Azores, and anchored at Flores, where for six months it awaited the approach of the treasure-ships. In the meantime Don Alphonso Bassano was despatched by the Spanish King to convoy the fleet home; and hearing of the small force of the English squadron at Flores, he determined on attacking it. The English squadron was wholly unprepared, and, to add to their disasters, the crews had suffered much from sickness.

Hearing of the approach of the Spanish force, however, the Admiral put to sea immediately, though with scarcely half his men. The brunt of the engagement which followed was principally borne by the *Revenge*, commanded by Sir Richard Grenville. This ship was laid on board at one and the same time by the *St. Philip*, of 1500 tons and seventy-eight guns, and four other of the largest Spanish ships, filled with soldiers. Notwithstanding the inequality of the conflict, the brave crew of the *Revenge*, headed by the gallant captain, who, though wounded early in the action, refused to quit the deck, repulsed every attempt at boarding, and maintained the fight from 3h p.m. until midnight, at which time, the intrepid captain received a wound in the body from a musket-ball. He was then obliged to be carried below to have his wound dressed, and while under the surgeon's hands received another shot in the head; the surgeon was killed at his side.

The gallant crew held out till daylight, by which time the ship was reduced to a mere wreck, and her decks were covered with the killed and wounded. Their ammunition also was expended, and nothing remained but to surrender. The remaining officers and crews, however, refused to strike unless they were promised their liberty, which the Spaniards consenting to, the ship was surrendered. But although the first prize to the Spaniards, the *Revenge* was not doomed to be a trophy which could be exhibited, as she foundered a few days afterwards with 200 of the Spanish crew which had been placed in her. Of her devoted crew, only sixty survived this glorious action, and scarcely one of them but bore the marks of the desperate encounter. At one time they had fought against fifteen ships of the enemy, and the Spaniards, it is said, lost near 1000 men before they subdued their brave enemy. Sir Richard Grenville was carried on board the Spanish Admiral's ship, where he died two days afterwards; nor did the Spaniards refrain from acknowledging his extraordinary courage and behaviour. The remaining ships of the English squadron, unable to cope with the greatly superior force of the Spaniards, withdrew from the contest, and after making a few unimportant captures, returned to England.

On the 1st of June, 1596, an expedition, consisting of the following ships—*Repulse*, *Ark-Royal*, *Mere Honour*, *Warspight*, *Lion*, *Rainbow*, *Nonpareil*, *Vanguard*, *Mary Rose*, *Dreadnought*, *Swiftsure*, *Acquittance*, *Crane*, and *Tramontane*, of Her Majesty's, and Dutch and hired vessels to the number of 126—sailed from Plymouth under the command of Charles Howard, Earl of Nottingham, Lord High Admiral. The charge of the land expedition rested with the Earl of Essex. The design of this armament was to destroy the Spanish fleet in Cadiz, which, it was said, was fitting to renew the attempt upon England. In the fleet were many of the most skilful commanders the navy could boast, by dint of whose exertions the armament was equipped with such great celerity that it arrived off Cadiz before any news of its preparation had reached Spain. This was also owing to the Admiral's precaution in detaining every vessel, small or large, which he chanced to fall in with.

On the 20th of June the expedition arrived off Cadiz, and on the following morning the smallest and fastest of the ships entered the harbour of Cadiz, commanded by the Lord High Admiral in person, having under him his son, Lord Thomas Howard, Sir Walter Raleigh, Sir Thomas Southwell, Sir Thomas Carew, Sir William Monson (knighted for this service), and several others. The soldiers also, under the Earl of Essex, attacked and took the town, and would have put the garrison to the sword, had it not been ransomed by the payment of about 600,000 ducats. The Lord High Admiral refused to allow the fleet lying in Puerto Real to be ransomed, although two millions of ducats were offered, but sent Sir Walter Raleigh and Lord Thomas Howard to destroy it. The Spanish ships fought well, but in the end were completely defeated. Spain lost two rich galleons, carrying together 100 brass guns, which were taken; thirteen ships of war, eleven ships freighted for the West Indies, and thirteen others; and 1200 pieces of ordnance were taken or sunk. The damage was estimated at twenty millions of ducats. Cadiz was plundered, all the forts demolished, and a great part of the town laid in ashes; and having effected all this, the English fleet departed on the 5th of July for Ferrol, but found the town deserted by its inhabitants. The Lord High Admiral was desirous of crowning his triumph by the capture of the treasure-ships, but in his proposal he found no supporters, and the fleet returned to England.

The King of Spain, enraged at these successes, fitted out a large fleet, with the design of taking revenge, but he was again forestalled by the prudent foresight of the Queen, and by the skill of her subjects. He had collected a great many ships in the harbour of Ferrol, with the intention to invade Ireland; and a large fleet of 120 of English and Dutch ships, under the

command of the Earl of Essex, having under him Admiral Sir William Monson, finally sailed from Plymouth on the 17th of August, with the intention of frustrating his object. It was found impracticable, however, to attack the shipping in Ferrol, and, after having suffered much from bad weather, the fleet sailed to the Azores. Fayal was taken, and Gracioza; they also fell in with the India fleet, but from great mismanagement the whole were suffered to escape, and the expedition returned to England greatly disappointed.

CHAPTER II.

1620—1674.

THE WARS WITH THE DUTCH—ENGAGEMENT OFF PLYMOUTH—DUTCH ATTACK THE ENGLISH OFF THE GOODWIN—AND AGAIN AT THE NESS—BATTLE OFF FORELAND—BATTLE OFF THE GABLE—EXPEDITION TO ALGIERS—SECOND DUTCH WAR—A SERIES OF GREAT BATTLES—PEACE.

WE now proceed to an important era—1652—a year famous for the naval battles fought, not against luxurious Spaniards, but against men as hardy and brave as any age or country ever produced. On the 8th of July war was formally declared between England and Holland; and on the 16th of August, Vice-Admiral Sir George Ayscue, being off Plymouth with thirty-eight sail, for the protection of the English trade, fell in with Admiral De Ruyter, who, with a fleet of equal force, was convoying about fifty outward-bound merchant ships down the channel. De Ruyter showed no unwillingness to fight, and, taking twenty merchant ships into his own fleet, bore down upon the English in line abreast. The English vice-admiral, with nine of his headmost ships, behaved nobly, passing between the Dutch ships, and engaging them with much vigour. The fight lasted from four in the afternoon until dark; but being ill supported by many ships Sir George Ayscue was unable to capture any of the Dutch ships, but sank two, and killed many of their men. Rear-Admiral Peck lost a leg, and died of his wound; and one fire-ship was captured. Sir George followed the Dutch fleet the next day, but was unable to overtake it.

The Dutch fleet, commanded by Admirals De Witte and De Ruyter—Tromp, in consequence of his previous want of success, being in disgrace with his Government—appeared off the Goodwin in large force, in the month of September, 1652; but the weather was so unsettled that the English fleet could not weigh until the 28th. On that day, at noon, the Dutch fleet was discovered, consisting of fifty-nine sail of men-of-war, besides many smaller vessels; and the English, of nearly equal force,

under Blake, having with him Vice-Admiral Penn, stood towards them with a fresh breeze at west by north. At about 3h p.m., Blake, in the *Resolution*, having only a portion of the fleet up with him, with Vice-Admiral Penn, in the *James*, of sixty guns, shortened sail to allow the remainder of his ships to close, and at 4h., most of the ships having joined, chase was given to the Dutch, and an engagement shortly afterwards took place. The *Sovereign*, Captain Reed, one of the largest ships of the English fleet, touched on the Kentish knock. The ship, however, soon got off again, and engaged and sank a Dutch rear-admiral's ship. Several of the largest English ships also grounded on this shoal, but the Dutch, drawing less water, went over it. Four Dutch ships were dismantled at the onset. One Rear-Admiral was taken by the *Nonsuch*, 40-gun ship; Captain Mildmay and two captains were among the prisoners. About 300 men were killed and as many wounded on board the English ships, and their masts and sails much damaged; but they pursued the Dutch on the two following days to the mouth of the Texel, and then returned into port with their prizes.

The season of the year being far advanced, the Parliament had incautiously reduced the fleet under Blake to little more than forty ships, deeming another attack from the Dutch improbable. On the 29th of November, in the morning, the Admiral, whose flag was flying on board the *Triumph*, of sixty guns, was lying in Dover Roads with the remains of his fleet, when he perceived a Dutch fleet of eighty large ships, and small vessels, in all ninety-five, commanded by Tromp, at anchor two leagues to leeward. Blake immediately got under way to meet the enemy, who had also weighed anchor. At about the pitch of the Ness, the leading ships of the two fleets met, and a vigorous battle ensued. As other ships got up many broadsides were exchanged.

The *Victory*, of fifty guns, Captain John Mann, was hard pressed by the enemy; but the *Vanguard*, Captain Joseph Jordan, and some other ships coming up, rescued her. The *Garland* frigate was boarded by two large Dutch ships bearing admirals' flags, and captured, after a long and obstinate engagement, and the *Triumph* having at the same time lost her fore-topmast, was unable to proceed to her relief; the *Bonaventure* also was taken. The English ships were greatly cut up in sails and rigging, and reduced to an almost unmanageable state, and, after maintaining the fight with a force so vastly superior from a little after noon until night was closing in, bore up for Dover Roads. Tromp did not pursue the advantage, or he ought to have destroyed every English ship; and, although vaunting loudly of their "victory," it was far less praiseworthy than many of their defeats. Tromp, in consequence of this

action, hoisted a broom at his mast-head, indicating thereby that he would sweep the narrow seas of all English shipping.

On the 18th of February, the English fleet, of about seventy sail, under the joint command of Admirals Blake, Deane, and Monk, sailed from the Downs for the purpose of intercepting Tromp on his return from the Isle of Rhé. The Dutch fleet which on this day was fallen in with off Portland, consisted of seventy-three ships of war, having under convoy 300 merchant ships, and was divided into three squadrons, commanded by Tromp, De Ruyter, and Evertzen. On discovering the English, Tromp, being about five miles to windward (wind westerly), gave orders for the merchant vessels to haul to the wind, while he, with his fleet in line abreast, or, as some say, in form of a half-moon, bore down upon the enemy. The *Triumph* (the general's ship), *Speaker* (Vice-Admiral Penn), *Fairfax* (Rear-Admiral Lawson), and about twenty ships of their divisions, being many miles ahead, and to windward of the body of the English fleet, were the first to engage, and a very hard-fought battle ensued. The *Prosperous*, *Assistance*, and *Oak* were boarded by the Dutch, and carried, but afterwards recovered; and, until supported by fresh ships, the English were nearly annihilated. As soon, however, as this was the case, the Dutch hauled to the wind, and endeavoured to make off; but they were chased, and the action protracted until night closed in.

During the night preparations were made by the English for renewing the fight; and seven or eight ships which had suffered most in the action were destroyed, and their crews distributed amongst those ships which had lost most men. On the morning of the 19th, the fleets were off the Isle of Wight, the Dutch having then their convoy ahead. At 2h. p.m. the fleets again engaged with great desperation, and five Dutch ships were captured and destroyed. The Dutch fleet having again got ahead, the English pursued all night, and at 9h a.m. of the 20th, with five of the fastest of the ships and the frigates, again closed, and did much execution. The Dutch, finding themselves so hard pressed, ordered the merchant ships to drop astern out of the fleet, thinking the bait would be sufficient to induce the English to forego further pursuit; but the generals gave strict orders that none of the ships that could get up to their men-of-war should take the merchant ships, and in consequence the chase and action continued until the evening.

By this time the fleets were only about four leagues from Calais, and the Dutch fleet stood in for that anchorage, the wind having shifted to the north-west. The English were also obliged to anchor off Blackness. In the night it came on to blow strong, and the Dutch, availing themselves of the darkness, put to sea with the flood tide, and effected their escape. In

this encounter both fleets suffered severely. The English had one ship sunk, besides those destroyed after the first day's battle; but the killed and wounded, although acknowledged to have been severe, is not stated. The Dutch loss in the three days' action was eleven ships of war and sixty merchant ships; 1500 men were killed and 700 taken prisoners.

The English fleet, strengthened by many new ships, put to sea in May, 1653. The total force of the three squadrons into which the English fleet was divided amounted to 105 ships, mounting 3840 guns, and manned by 16,269 men. On the 1st of June, while the English fleet, with the exception of Blake's squadron, was lying in Yarmouth Roads, advice was brought that the Dutch fleet had been seen upon the coast, upon which the English immediately weighed. Early in the morning of the 2nd, being off the south head of the Gable, the Dutch fleet, consisting of 104 ships, was discovered about two leagues to leeward. The English bore down upon them, and from eleven to twelve o'clock the engagement was very severe. About noon, Deane was cut in two by a cannon-ball, and it is recorded that Monk, seeing him fall, took the cloak from his own shoulders, and with the utmost composure covered Deane's mangled body. Van Kelson, a Dutch rear-admiral, was blown up in his ship in the middle of the action. The battle raged till six, when the Dutch bore up, and endeavoured to escape.

Blake joined in the night with eighteen fresh ships, and pursued the Dutch. On the 3rd a light wind enabled the English again to bring on an action. About noon the fight was renewed, and continued four hours. Tromp grappled and attempted to board the *James*, bearing Vice-Admiral Penn's flag, but was repulsed with much loss; and in return Tromp's ship was boarded. The English drove all the people below, upon which Tromp ordered the deck to be blown up, which was performed successfully, causing great loss to the English. Notwithstanding this repulse, his ship was a second time boarded by the crew of the *James* and of another ship; but De Witte and De Ruyter bore down, and saved Tromp from certain capture. The victory was most decisive; the Dutch were pursued until night, but a lee shore deterred the English from continuing the pursuit, and next morning the remains of the Dutch fleet entered the Texel. Eleven Dutch ships were taken, and 1300 prisoners, among them six captains and two rear-admirals; six ships were sunk, one bearing a rear-admiral's flag; two were blown up among their own fleet, and one sank in consequence of that accident; total, twenty ships taken and destroyed. One of the prizes is said to have measured 1200 tons, and to have had fourteen ports in a tier.

On the English side, General Deane and 126 men and officers

were killed, and 236 wounded; the ships were also much cut up, but no ship was lost.

This decisive victory induced the Dutch to negotiate a peace, which was shortly afterwards concluded on Cromwell's own terms, the honour of the flag being one of the conditions demanded and submitted to. In this war, which lasted only twenty-three months, the English took 1700 prizes, valued by the Dutch at near six millions sterling.

In 1655, the marauding states of Africa availing themselves of the Dutch war, plundered and made prisoners of many English subjects. Blake was there despatched with a squadron to demand restitution and satisfaction. Blake was also empowered by his Government to demand compensation of the Grand Duke of Tuscany, to the amount of £60,000, for damage and loss done to the English in his dominions, both by Prince Rupert and the Dutch. He accordingly sailed to Leghorn; and his terms being accepted, and the money paid, Blake departed for Tunis, where he demanded the release of all English captives taken by the Corsairs, and satisfaction for the injuries and losses sustained. The answer Blake received from the Bey was to the effect that he might seek redress from the castles of Guletta and Porto Ferino. Tunis was well fortified, the shore lined by batteries mounting 120 pieces of cannon; and, in addition to these, the harbour was defended by a castle mounting twenty guns and by several smaller forts.

Notwithstanding the formidable nature of this stronghold, the English fleet entered the bay, and anchoring within musket-shot of the batteries, engaged with such effect, that they were quickly demolished. While his ships continued firing on the batteries, Blake sent the boats of the squadron with the fire-ships into the harbour, where they destroyed nine ships. This spirited performance was achieved with no greater loss to the English than twenty-five men killed and forty-eight wounded. Without waiting to enter into terms with the Bey, Blake sailed for Tripoli and Algiers; and those Governments, hearing of what had been done at Tunis, at once agreed to the terms proposed. From thence Blake returned to Tunis, where he found all submission; and not only were English captives but Dutch also delivered up to him.

Circumstances having occurred to lessen the peaceable understanding between Holland and England, a squadron was despatched under Sir Robert Holmes to the western coast of Africa, where he made reprisals upon the Dutch, in consequence of certain infringements upon the charter of the Royal African Company. The Dutch also sent a large squadron thither under De Ruyter, with the design of making reprisals upon the English, and took several forts, and obliged others to

be demolished belonging to the African Company. In consequence of these hostile proceedings, continued at intervals for four years, war was ultimately proclaimed—by the Dutch in January, and by the English in February, 1665.

At noon, on the 1st of June, the Dutch fleet, which left the Texel on the 13th May, hove in sight off the English coast; and a large number of colliers having shortly before joined, the greater part of the crews were taken to man the English fleet, and the Duke of York put to sea. The Dutch fleet was then supposed to consist of 120 sail, including ten fire-ships. The opposing English fleet was divided into three sections, namely, the Red, comprising 38 ships, under the Duke of York and Sir John Lawrence; the White, comprising 36 ships, under Prince Rupert; and the Blue, comprising 36 ships, under the Earl of Sandwich. The wind was light from south-east, and the Dutch fleet bore from the English about east-south-east, a bearing which the Dutch endeavoured to keep, in order to insure a port of refuge on their own coasts. After working to windward all that day and during the night, the ships dropping anchor when the tide made against them, the Dutch fleet, on the morning of the 2nd, was still five leagues to windward. The chase continued all that day also, without altering in a great measure the relative positions of the fleets; but in the evening one of the Dutch ships having caught fire, caused some confusion in their line.

The chase continued all night with some advantage to the English, but early in the morning of the 3rd of June the wind changed to south-west, which gave to the English, by tacking, the weather-gage; but the Dutch, unwilling to surrender the advantage, tacked also. The English line was then formed on the starboard tack, extending several miles, Prince Rupert's being the van division, the Duke of York in the centre, and the Earl of Sandwich in the rear. Opdam, also, was stationed in the centre of the Dutch line, Cornelius Tromp leading the van. After much manœuvring the Dutch van ships commenced firing upon the centre of the English line at 3h. a.m., and the cannonade extended throughout the Dutch van and rear of the English as the two fleets passed on opposite tacks; but the Swiftsure bore the principal part of the encounter, and one of the English rear ships was cut off. At 6h. a.m. the English fleet again tacked by signal, as did also the Dutch, and as the two fleets again closed, the action recommenced. The Dutch had gained a little in their last tack, but not being able or willing to cut the English line, bore up and passed to leeward as before.

The English Admiral now made the signal for his rear to tack, the sooner to close with the enemy; but this not being well performed some little delay and admixture of ships occurred.

The English line was, however, well formed, and Vice-Admiral Sir John Lawson led, followed, two or three ships only astern, by the Royal Charles. At 1h. p.m. the van of the Dutch, having again tacked, weathered upon the leading English ships; but although the Dutch had so far achieved their object, their defeat was the result, for says the "Narration," published in 1665, "We passed so near about the middle of them, that we *divided their fleet.*" The action then became very close and animated, the ships engaging yard-arm and yard-arm. The Royal Oak, commanded by the brave Lawson (to whom it is highly probable the honour of first executing that decisive evolution is due), did excellent service, and the Royal Charles engaged Opdam's ship with such effect that about 3h. p.m. she caught fire, and blew up with the admiral and all on board. The van of the Dutch fleet, without attempting to succour the rear thus cut off, made for the Texel, followed by as many ships as could join them, leaving the English in possession of a decisive victory. Whether the English ships which passed through the Dutch line tacked immediately afterward is not clearly stated; but the vast number of ships engaged, and the fact that the principal details are furnished by landmen, prevent the clearer elucidation of the proceedings.

The loss to the Dutch is recorded to have been as follows—twenty-four ships taken, burnt, and sunk; 2500 prisoners, besides the slain and wounded, supposed by Coventry in all to amount to 8000. Among the Dutch commanders killed, besides the great Admiral of Holland, Opdam, Lieutenant-Admirals Cortenaer and Stellingworth, and Vice-Admiral Schram also fell.

The loss to the English was very severe, and many persons of distinction fell. Rear-Admiral Robert Sansum, and the Earl of Marlborough (a brave seaman, who commanded the Old James, of sixty-eight guns), were killed. Captains John Alleson, of the Guinea, Robert Kirby, of the Breda, and John Chappel, of the Clove Tree, also fell; and among the volunteers, the Earl of Portland, Earl of Falmouth, Lord Muskerry, and Honourable Mr. Boyle, second son of the Earl of Cork, who, standing together, were killed by one shot on board the Royal Charles. Vice-Admiral Sir John Lawson was wounded in the knee, but although the wound was at first deemed of little importance, yet he died in consequence on the 25th of the same month at Greenwich. The total number killed is stated at 250, and the wounded at 340, and one ship lost.

The Dutch, having recovered from their severe losses, fitted out a fleet, under the command of Admirals De Ruyter, Cornelius Tromp, and Evertzen; the English fleet was also fitted out in equal force, but, unhappily, the Duke of Albemarle and

Prince Rupert shared the command. A good feeling had never existed between these men, and the sequel proved how greatly that want of unanimity injured the public service. The squadron of Prince Rupert had been detached from the other division of the fleet by a false report of the sailing of a French fleet, and the Duke of Albemarle, at daybreak on the morning of the 1st of June, was lying at the back of the Goodwin, expecting the Prince to rejoin, and in order to expedite the junction, weighed with the intention of proceeding to the westward. At 7h. a.m. the signal was made that the Dutch fleet was at anchor to leeward, in number eighty sail, or, according to Lediard, seventy-one sail of the line, twelve frigates, thirteen fire-ships, and eight yachts, carrying 4716 guns and 22,000 men. The Duke's force amounted to no more than sixty ships, with which his grace unadvisedly bore down on the Dutch. The English being close upon them, the Dutch cut or slipped, and stood under easy sail to the northward on the larboard tack. The wind was blowing fresh from south-west, and in accordance with the usual practice, the English maintained the weather-gage, although the ships were unable to open their lee lower deck ports in consequence. The Dutch, on the other hand, were enabled to open their weather ports, and therefore committed great slaughter and damage on the English ships.

The action was desperate; Tromp's ship was so much injured, that he shifted his flag to another; De Ruyter, also, was severely handled, and one Dutch ship was blown up. At the latter end of this day's fight the *Henry*, bearing the flag of Sir John Harman, rear-admiral of the White, was surrounded by Dutch ships, one commanded by Admiral Evertzen, but performed prodigies of valour. Admiral Evertzen was killed, and three of the assailants, which appear to have been fire-ships, were sunk. Sir John Harman's ship was reduced to an unmanageable state, and himself severely wounded; and, having beaten off his enemies, he was obliged to make for Harwich.

Sir William Berkeley, vice-admiral of the White, with two ships, was attacked by an overpowering force, himself and the major part of his crew killed, and the three vessels taken. Night coming on, the fleets separated. On the 2nd the wind was moderate, and for one part calm; this interim was occupied by both parties in refitting the rigging and repairing damages, the English, especially, being much shattered. Shortly after noon, the wind coming from the southward, the fleets closed, and the action recommenced with vigour. Tromp was again hard pressed, and must have been captured, had not De Ruyter rescued him, and the Dutch vice-admiral, Hulst, was killed by a musket-ball. The Dutch were at one time nearly beaten, and had the squadron of Prince Rupert been present, as it might

have been, a decisive victory would have been obtained. On this day, three English ships were disabled, and night again separated the combatants.

On the 3rd the wind was from the eastward, and the Dutch, reinforced by sixteen fresh ships, bore down to attack the English. Under these circumstances, the Duke of Albemarle bore up, in the hope of being joined by Prince Rupert. The fleet retreated in good order, having sixteen ships in line abreast, to protect the rear, and the disabled ships, except three which were destroyed, ahead. The Dutch pursued under all sail, but could not get up until 5h. p.m., when they recommenced firing, but to very little purpose. Before that time, however, twenty sail were descried ahead, which proved to be Prince Rupert's squadron; but in edging down, the sooner to effect a junction, the largest British ships touched on the Galloper. All went over the sands except the Royal Prince, seventy-eight, bearing Vice-Admiral Sir George Ayscue's flag, which ship was taken possession of by the Dutch, and the admiral and crew being first removed, was set on fire and destroyed. Night again coming on, and Prince Rupert having joined, the Dutch hauled their wind, followed by the English; and on the 4th, between eight and nine o'clock, the battle was again renewed.

Sir Christopher Myngs was the first to commence, and he engaged the Dutch until his ship was disabled, when he bore up. This brave officer received a musket-ball in the throat, but could not be prevailed upon to quit the deck, nor to have the wound dressed, stanching the bleeding with his hand; but half an hour afterwards he received another and a mortal wound. Sir Joseph Jordan had his flag in the Royal Oak, and that gallant old seaman again took his full share in the hard-fought battle, boarding and setting fire to a Dutch vice-admiral's ship, and having upwards of 100 men killed and wounded in the four days; and although victory leaned to the side of the Dutch, failure was not attributable to a lack either of skill or valour on the part of individual commanders. Most of the English ships were greatly disabled, and nine or ten taken or destroyed. The loss in men was very severe, amounting, according to Evelyn, to 600 killed, 1100 wounded, and 2000 prisoners. Captains Philemon Bacon, Thomas Whitty, Jeffery Dare, Roger Miller, John Coppin, and Peter Mootham, were among the killed in this severe action. Had a proper feeling subsisted between the joint commanders-in-chief, or had the Duke of Albemarle been a sailor, a complete victory, instead of a partial defeat, would have been obtained.

On the 25th of July the fleets met off the North Foreland. The action was commenced by the White squadron, under Sir Thomas Allen, who at noon engaged Evertzen's squadron; and

shortly afterwards the Red squadron also engaged De Ruyter, and the fight continued three hours with varied success. Evertzen's squadron was put to flight by Sir Thomas Allen, Admiral Evertzen, Vice-Admiral De Vries, and Rear-Admiral Coenders, being killed. Vice-Admiral Bancquert's ship was taken and burnt, as was also the *Sneik*, of fifty guns. The Red squadron was also successful; the *Guelderland*, of sixty-six guns, Admiral De Ruyter's second astern, was disabled, and his squadron so hardly pressed that, being deserted by most of his ships, he at length bore up, and joined his squadron to leeward.

For some considerable time the ships of the English and Dutch commanders-in-chief were engaged single-handed. Tromp's squadron was attacked with equal vigour by Sir Jeremy Smith and the *Blue* squadron, and so eager were the combatants that both edged off the wind and separated from the main body of the fleets. Tromp's rear-admiral, Houtuyn, was killed, and his vice-admiral's ship reduced to a wreck, with the loss of upwards of 100 men, killed and wounded. On the part of the English, the *Resolution* was burnt by a Dutch fire-ship, and Captains John Parker of the *Nonsuch*, Hugh Seymour of the *Foresight*, William Martin, Joseph Sanders, and Arthur Ashby lost their lives in this desperate encounter. The Dutch sustained a complete defeat, and were pursued into the *Weilings*, none lamenting the necessity more than De Ruyter. Campbell attributes to De Ruyter the exclamation, "What a wretch am I! amongst so many thousand bullets is there not one to put me out of my pain?" Twenty of their ships are reported to have been sunk or burnt, and 4000 men killed and drowned in this action.

On the 10th of May, being off St. Christopher's with only twelve frigates, Sir John Harman fell in with the French and Dutch squadrons united, commanded by M. de la Barre and Commodore Kruysen, and together consisting of twenty-two ships, having 1300 soldiers on board. The great inferiority of his force was not considered, but the brave admiral immediately closed with his adversaries. The English ships were surrounded, but being well supported by his officers Sir John obtained a complete victory, and succeeded in burning five or six of the enemy's ships, and in sinking several others. The Dutch commodore was so displeased with the French that he departed from St. Kitt's in disgust, leaving them at anchor there. Sir John Harman taking advantage of this withdrawal, entered the harbour, and burnt and sank every remaining ship, with the loss of eighty men; Captain Arthur Laugharne, of the *Colchester*, was among the killed. Sir John concluded his successes by retaking Surinam from the Dutch. Captain Thomas Willoughby was killed in assisting at this recapture.

On the 7th of June, De Ruyter, with seventy ships, appeared

off the Thames, and sent in a squadron to attack Sheerness. Rear-Admiral Sir Edward Spragge was stationed in the river with a small squadron, and hearing of the meditated attack, he drew together such forces as he could obtain, to prevent that town from falling into their hands; but the garrison being ill prepared, he was unable to offer any effectual resistance. The fort was therefore taken, and the magazines of stores burnt and plundered. On the 11th of June the Duke of Albemarle arrived at Chatham, but there, also, was found the fatal result of the king's bad policy. Scarcely 1000 men were employed in the dockyards, and those so distracted by the near approach of the enemy that they were of little service. The boats and vessels belonging to the yard were, for the most part, employed in removing the property of the commissioner and others to a place of safety, instead of preparing to resist the invaders. Everything was disorder and confusion, and all that could be done was to raise two temporary batteries, constructed of rotten planks, which were hastily manned. A party under Captain Winton was next despatched to strengthen the garrison of Upnor Castle. The Duke then proceeded to sink ships in the Medway, to prevent the further progress of the Dutch, but these offered no obstacle, for a high tide and a strong easterly wind carried their ships over.

At about 10h. a.m. on the 12th, the enemy advanced with two ships of war and five or six fire-ships, capturing the *Unity*, *Matthias*, and *Crane*, in their way up the Medway, which they ascended as far as Upnor Castle. On Thursday morning Upnor Castle, in expectation of being besieged, was well garrisoned. Two ships fired upon the castle for some time without doing much damage, while several fire-ships advanced higher up, where they burnt the *Loyal London*, *Great James*, and *Royal Oak*, and carried off the *Royal Charles* in triumph, after which the Dutch retired, without doing any further injury, and got safe out to sea, with the loss of two small ships only.

On the 29th of July twenty ships of the Dutch fleet, still blockading the lower Thames, ventured up as far as the Hope, at which place Sir Edward Spragge and Sir Joseph Jordan, with a few ships, were lying, who instantly got under way, and began to engage. Sir Edward drove the Dutch back as far as the Nore, and deeply must those commanders have regretted the paucity of their force, which obliged them to relinquish the pursuit. One Dutch fire-ship was burnt in the river. Another attempt made by the Dutch to advance up the river was also defeated by the bravery of Sir Edward Spragge, who, in return, attacked them in the Hope, and obliged them to retreat. In the course of a few days, on the conclusion of a peace, the Dutch withdrew from the river, and returned to their own coasts.

The peace with Holland continued till the year 1672, when, it appearing desirable to quarrel, the English being joined by the French, a fleet of forty ships, under Count d'Estrees, arrived at Portsmouth on the 3rd of May, where the English fleet, of nearly 100 sail, was also lying, under the command of the Duke of York; the Earl of Sandwich being admiral of the Blue squadron. This large fleet put to sea, and on the 19th of May discovered the Dutch fleet about eight leagues east-south-east of the Gunfleet; but thick weather came on, and the combined fleet anchored in Solebay, and remained till the 28th, when the Dutch unexpectedly appeared in the offing. Many ships cut their cables, so much were they taken by surprise, and the utmost speed was necessary to enable them to get ready to receive the enemy. The Dutch fleet consisted of seventy-five large ships and forty frigates, commanded by Admirals De Ruyter, Bancquert, and Van Ghent.

The action commenced at 8h. a.m. with an attack upon Count d'Estrees by Admiral Bancquert. The French acquitted themselves with much bravery at the outset, but in a short time bore up and left the fight. The Duke of York's squadron was next assailed by De Ruyter, and the *St. Michael*, bearing his royal highness's flag, lost her maintopmast, and was so injured that the Duke thought it necessary to shift his flag to the *Loyal London*.

The Earl of Sandwich, at the head of the Blue squadron, evinced most exemplary bravery. His flag was flying in the *Royal James*, of 100 guns, which, being the largest present, was the mark for which every ship aimed. The *Great Holland*, 80, Captain Adrian Brackel, first attacked her, and was soon supported by Van Ghent and a squadron of fire-ships. The *Great Holland* laid the *Royal James* alongside, and endeavoured to board, while Van Ghent also attacked her, and against these combined enemies the conflict was maintained for a long time. Van Ghent was killed, three Dutch fire-ships sunk, and the *Great Holland* beaten off with the loss of her captain and most of the officers, as well as two-thirds of her crew. For near five hours the *Royal James* was thus closely beset, and being greatly damaged, and having lost many of her spars, she fell to leeward of the Blue division, the ships of which were for the time too closely pressed to the admiral. At length a Dutch fire-ship boarded, and set her on fire. At this time, of 1000 men who had composed her crew at the commencement of the action, 600 were lying dead on the deck; the remainder, unable to extinguish the flames, except some few who escaped, perished in the ship, the Earl of Sandwich among the number. Captain Sir Richard Haddock miraculously escaped, having been picked up out of the sea badly wounded.

The confusion caused by the death of Van Ghent made it necessary for the Dutch to withdraw from the contest, which gave the Blue squadron an opportunity of uniting with the Duke of York's, which was at that time attacked by the united squadrons of Banquert and De Ruyter. Thus reinforced, the Duke of York was enabled to make some impression upon the Dutch. Cornelius Evertzen was killed, and De Ruyter and Rear-Admiral Allemand narrowly escaped destruction from a fire-ship.

De Ruyter being wounded, his ship disabled, and having lost 150 men, was obliged to quit the combat. The late Van Ghent's squadron being restored to some order then made sail to the support of De Ruyter's and Tromp's squadrons, and the fury of the fight was renewed; but the French still kept at a distance. At about nine at night the fire slackened, and, as both fleets had suffered severely, a separation took place, as if by mutual consent, the Dutch retiring to the northward unmolested. The loss on both sides seems to have been nearly equal. The English had four ships burnt, sunk, or disabled, among which number was the *Royal James*; and the Dutch lost three of their largest ships—one sank, a second burnt, and a third captured, and the *Great Holland* reduced to a sinking state.

But the loss in men proves more clearly how desperate must have been the action. Besides the Earl of Sandwich, there were slain Captains Digby, of the *Henry*; Geoffrey Pearce, of the *St. George*; John Waterworth, of the *Anne*; St. Fretcheville Holles, of the *Cambridge*; Sir John Cox, of the *Prince*; Willoughby Hannam, of the *Triumph*; William Finch, of the *Crown*; and Ezekiel Yennis; and of volunteers, Lord Maidstone, Mr. Montagu, Sir Philip Carteret, Sir Charles Harboard, Mr. Trevanion, and many others; and of other officers and seamen, 2500, and as many wounded. The Dutch did not publish any list of their loss; but De Ruyter described the action in his letter as the hardest-fought battle he had ever witnessed.

On the 28th May an action took place, the fleets being nearly equal. Sir John Harman, in the *London*, was vice-admiral under Prince Rupert, and Sir Edward Spragge commanded the Blue squadron. The combined fleet being to windward, bore down upon the Dutch, and Sir Edward Spragge, in the *Royal Prince*, gallantly attacked Tromp. Tromp was thrice obliged to shift his flag, the ships he fought in being disabled. The Dutch were so furiously attacked that they were under the necessity of retreating, taking refuge among the sands off their coasts, where they knew the English would not follow them.

No further fight occurred till the 4th of June, when, being reinforced by a number of fresh ships, the Dutch again put to sea. The combined English and French fleets, in order to draw the Dutch off the coast, made sail away; but at 5h. a.m., having shortened sail to allow the Dutch to close, an action began. Spragge and Tromp, as usual, vied with each other in acts of bravery, and their squadrons engaged ship to ship, with great slaughter on both sides. Captains Richard White, of the *Warspight*, John Tempest, and Thomas Foules were among the number killed. The fight lasted till 10h. p.m., when the Dutch hauled to the wind, and retired, as before, to the shelter of their own flats. Neither fleet lost a ship in this battle.

Having landed their wounded, and slightly refitted, the combined fleets put to sea on the 17th of July with 4000 troops, intending to make a descent upon the coast of Zealand. The fleet arrived off the Maese, but, without landing, distracted the attention of the Dutch by parading before their coast, and taking a rich Indiaman in their sight. The Dutch fleet bore this for a fortnight, when it again put to sea in great force, consisting of more than 100 sail, commanded by Admirals De Ruyter and Banquert, while the combined fleet, including thirty French, consisted of ninety ships. The Dutch manœuvred in the night to get inshore of the combined fleet, and on the morning of the 11th of August being to windward, bore down to the attack. The French, which had previously been distributed among the English ships, were on this occasion in a separate squadron, and at the first onset made sail away, leaving the English to fight the battle alone.

The English admiral, thus deserted, found it advisable to retreat towards his own shores, preserving the order of sailing; and a running fight ensued. Tromp and Spragge, as before, singled out each other's ships, the former in the *Golden Lion*, the latter in the *Royal Prince*. Spragge backed his main-topsail to wait Tromp's coming up; and, after severe fighting for three hours, the *Royal Prince* was disabled. Spragge then took his boat, and went on board the *St. George*, where he re-hoisted his flag. Tromp also, about the same time, changed his flag into the *Comet*, and these comparatively fresh ships renewed the fight with fury. The *St. George*, after engaging some time, lost her mainmast, and the determined Spragge again took to his barge, intending to go on board the *Royal Charles*; but in this he was disappointed, for he had hardly quitted the *St. George* when the boat was sunk by a shot, and he was drowned close alongside the ship. The fight continued till night, when the Dutch hauled off, and returned to their own coast.

Of ships the loss to the English was inconsiderable; but

from the large number of soldiers on board, the slaughter was very great; historians, however, are silent upon this point. There is little doubt that, had the French done ever so little in support of their confederates, a different result might have been obtained; but, as the matter stands, it would be vain to deny the victory to the Dutch, although they carried off no trophy. We cannot attribute the conduct of D'Estrees to pusillanimity, but rather to the orders he had received from his Government; nor the misfortune of the English to any other cause than the folly of depending on an ally who had so repeatedly evinced a lukewarmness, from which nothing but desertion in time of need ought to have been expected. A treaty of peace was shortly afterwards set on foot, and a peace concluded, the Dutch covenanting that not only separate ships but that whole fleets should strike their sails to any fleet or single ship carrying the king's flag, as well as to pay a full compensation in money for the war.

CHAPTER III.

1675—1700.

EXPEDITION AGAINST THE TRIPOLINE STATES—ACTION OFF BEACHY HEAD—BATTLE WITH THE FRENCH OFF CAPE BARFLEUR—ACTION OFF LAGOS—BOMBARDMENT OF DIEPPE AND DUNKIRK—ACTION OFF THE BARBARY COAST—BOMBARDMENT OF ST. MALO.

IN order to repress, if possible, entirely, the still-continued piracies of the Tripoline states, Commodore Sir John Narborough was despatched from England in 1675 with a powerful squadron. He committed great havoc among these corsairs, and blockaded their ports.

Sir John's instructions directing him to try the effect of negotiation upon the Dey, as well as force, Lieutenant Cloudesley Shovel, on the 16th January, was ordered to land and wait upon His Majesty. At the same time he was to make observations on their strength. The Dey, despising the youth of Mr. Shovel, treated him with much disrespect, and sent him back with an indefinite answer. On his return to the ship he reported to Sir John Narborough what he had observed, and was sent with a second message, which was still more uncourteously received. Mr. Shovel, however, made such remarks upon the position of the shipping, that on his return he assured the commodore of the practicability of burning it.

Accordingly, on the 4th of March, in the middle of the night, the boats of the squadron were despatched, under the orders of the lieutenant, to attempt the destruction of the ships in the port. The boats entered unperceived and captured the

guard-ship; they then proceeded, undiscovered, towards four other ships, mounting fifty, thirty-six, twenty-four, and twenty guns. The boats' crews boarded and carried them all, and having set them on fire, departed, without the loss of a man. The boldness of this measure so terrified the regent of Tripoli that he immediately sued for peace; yet the terms not being agreeable, and the treaty in consequence delayed, Sir John Narborough cannonaded the town, and again landing a party of men, burnt a magazine of timber. Sir John then sailed to Malta, and returning thither again suddenly, induced the regent to enter into a treaty to cease from his piratical practices; but the presence of an English squadron was continually necessary to enforce the proper performance of the same. This was followed by a similar expedition, under Sir John, to Algiers, where promises in abundance were obtained, but which, like those of Tripoli, were never respected, unless their fulfilment was occasionally enforced by the guns of a man-of-war.

On the 19th January, 1677, the 26-gun ship *Guernsey*, Captain James Harman, engaged the *White Horse*, Algerine ship-of-war, of fifty guns and 500 men. The crew of the *Guernsey* numbered only 110; but the action was continued with much determination. At length, the Algerine, taking advantage of the *Guernsey's* disabled state, sheered off and escaped. Captain Harman received three musket-balls in his body, and also a severe contusion from a cannon-shot. He retained the command, however, until from exhaustion he sank upon his ship's deck, and three days afterwards expired. The loss of the *Guernsey* in the action was nine killed and many were wounded. Lieutenant John Harris, who ably supported his gallant commander, was promoted in the month of August following.

On the 28th October, the galley-frigates *Charles* and *James*, Captains Thomas Hamilton and George Canning, engaged a large Algerine ship of war in Tangiers Bay. The action was desperate, and Captain Canning fell, and the Algerine was not captured until nearly the whole of her crew had been either killed or wounded.

On the 1st April, 1678, the 64-gun ship *Rupert*, Commodore Arthur Herbert, having in company the *Mary*, Captain Roger Strickland, brought to action the *Tiger*, a large Algerine war-ship of forty guns and 400 men. The *Rupert* being much in advance of the *Mary*, engaged the *Tiger* alone; but the Algerine was obstinately defended, and until the *Mary* had arrived up, refused to surrender. The *Tiger* lost one-half of her crew before she struck. Captain Herbert (afterwards Lord Torrington) lost an eye, and nearly all his officers and nineteen men were killed, and between thirty and forty wounded.

On the 12th April, 1680, the Hampshire frigate, Captain Edward Pinn, engaged four Algerine ships of war between Tangier and Tariffa, capturing the Calabash of twenty-eight guns and a numerous crew. The 40-gun ship *Adventure*, Captain William Booth, heaving in sight, the other three Algerines made sail and escaped. The Hampshire had three men killed and nine wounded. Thirty Christian prisoners were found on board the prize.

On the 8th of April, 1681, the 40-gun ship *Adventure*, Captain William Booth, fell in with the Algerine ship of war *Golden Horse*, mounting forty-six guns, and commanded by Morat Rais, a notorious Dutch renegade. The crew of the *Golden Horse* comprised 508 Moors and ninety Christian slaves. At 2h. a.m. the action commenced, and was continued at intervals till 3h. p.m., when Morat Rais, having had his leg broken, discontinued the action. Just at this time, however, a large ship hove in sight under Turkish colours, which encouraged the Algerine to recommence the action, and it was prosecuted till night. Captain Booth considering it probable he would be attacked in the night by the stranger, gave orders to a fire-ship in company to burn either the Algerine he had been engaging or the one then closing with him; but fortunately the fire-ship missed the objects, for at daylight the stranger was seen under English colours, and proved to be the 40-gun ship *Nonsuch*, Captain Francis Wheeler. The *Golden Horse*, being dismasted, then surrendered, having six feet water in the hold, and 109 of her crew killed and 120 wounded.

In the middle of May, Captain Morgan Kempthorn, in the 42-gun ship *Kingfisher*, brought to action seven Algerine corsairs in the Mediterranean. The Algerines closed round the *Kingfisher*, and made several desperate attempts to board. Captain Kempthorn being well supported by his officers and crew, gallantly resisted their fierce assaults, and received his death-wound while nobly encouraging his men. The command then devolved on Lieutenant Ralph Wrenn, who continued the defence of the ship, and the Algerines were at length driven from their object with great slaughter. The *Kingfisher*, besides her captain, had eight killed and thirty-eight wounded. Lieutenant Wrenn was immediately promoted, and appointed to command the 40-gun ship *Nonsuch*.

On the 30th June, 1690, an action took place off Beachy Head. The French fleet, commanded by Comte de Tourville, consisted of seventy-eight ships of war, principally large ships, besides twenty-two fire-ships, mounting upwards of 4700 guns. This fleet, which was very perfect in its equipment, had sailed from Brest with the intention of creating a diversion in favour of King James; and with this view made a descent upon the

coast of Sussex, where a few prisoners were taken, and placards distributed offering pardon to all those captains who should declare in favour of the ex-king. Intelligence of the approach of the French fleet having reached the English fleet at Spithead, the latter put to sea on the 21st June, and soon gained sight of the French fleet. Being joined by a Dutch squadron, the two fleets remained in sight of each other for several days; and on the eventful day, Admiral the Earl of Torrington, who in the meanwhile had received positive orders to engage the enemy, to prevent the Jacobite party from gaining confidence, found himself in command of only fifty-six sail. The combined fleet was thus ordered:—The Dutch division, consisting of twenty-two large ships, the best equipped in the fleet, commanded by Admirals Evertzen, Callemberg, and Vander Putten, formed the van; Admiral Edward Russell and Vice-Admiral Ralph Delaval, commanding the Blue squadron, formed the rear; and the centre, or Red division, was under the Earl of Torrington, Vice-Admiral Sir John Ashby, and Rear-Admiral the Honourable George Rooke.

At daylight, on the morning of the 30th, the English admiral made the signal to form a line. At this time the French fleet was lying to, formed in line on the larboard tack, the ships' heads to the northward, and to leeward of the combined fleet. The opportunity of bringing on a decisive action was therefore in the power of the Earl of Torrington; and having made the signal for the fleet to bear up in line abreast and engage the enemy, the Dutch, with their accustomed valour, bore down, and did not bring to until closely engaged by the French van. At 9h a.m. the action commenced. The Blue squadron, following the example of the allies, at 9h. 30m. brought the French rear to action, and fought well. But the Earl of Torrington brought to before the ships of his division were within gun shot. The French centre taking advantage of the backwardness of the English Red division, and of the large opening left in consequence, kept their wind, and passing through it, completely cut off the Dutch squadron. But the latter plied their guns so well, that although opposed to double their number, very little impression was made upon them. The fight lasted during the greatest part of the day; and at 5h. p.m. the combined fleet anchored; but at 9h. p.m. weighed, and retreated to the eastward, followed by the French fleet as far as Rye Bay. On the 1st July, the 70-gun ship *Anne*, being totally dismasted, went on shore, and was burnt by her own crew.

The English loss in this inglorious affair amounted to one ship destroyed, and Captains William Botham, of the *Restoration*; John Jennifer, of the *Edgar*; two captains of marines,

and 350 men killed and wounded. Three Dutch ships were sunk, and three destroyed by their crews. Rear-Admirals Dick and Brackel, and Captain Nordel were killed, and a great many inferior officers and men; but that nation gained reputation in proportion to the English loss. The Earl of Torrington was tried by court-martial, and acquitted of all blame.

In 1692 a formidable fleet was fitted out against France, and the command given to Admiral Edward Russel. This fleet was divided into the Red squadron, comprising 31 ships, and the Blue squadron, comprising 32 ships.

Admiral Russel's flag (union at the main) was flying on board the *Britannia*; his vice and rear-admirals were Sir Ralph Delaval, in the *Royal Sovereign*, and Sir Cloudesley Shovel, in the *London*. The Blue squadron was commanded by Admiral Sir John Ashby, in the *Victory*; Vice-Admiral George Rooke, in the *Windsor Castle*; and Rear-Admiral Richard Carter. This fleet carried 4504 guns and 27,725 men, and was united to a Dutch fleet of thirty-six ships, under Admiral Allemonde, carrying 2494 guns and 12,950 men; total, 99 ships, 6998 guns, 40,675 men.

The French fleet, commanded by Admiral Comte de Tourville, consisted of 64 ships, exclusive of seven smaller vessels, twenty-six ships *armée en flûte*, and fourteen others. The design in assembling this fleet was to replace James on the throne of England.

On the 18th May the British and Dutch combined fleet, in all ninety-nine sail of the line, left Spithead, and probably was the most powerful fleet ever assembled. Scarcely had they cleared the Isle of Wight, intending to stand over to the French coast, to harass the French and induce their fleet to put to sea, when at daybreak on the morning of the 19th, Cape Barfleur bearing south-west by south, the French fleet was descried to the westward. The morning was hazy, and it being doubtful on which tack the enemy was, the Blue division was ordered to tack to the northward. At about 4h. a.m., the sun having dispersed the haze, the French fleet, of about seventy sail, was distinctly seen on the starboard tack, the same as the van and centre of the English, and forming their line, upon seeing which the signal for the rear to tack was annulled, and the admiral bore away in his own ship to join the leewardmost ships, and form a line ahead in close order of sailing.

At 8h. a.m. the line was formed—the Dutch in the van, Admiral Russel in the centre, and Sir John Ashby in the rear. By 9h. the French had stretched nearly as far to the southward as the combined fleet. The wind continued from south-west, but was gradually falling light, so that the French fleet might with ease have delayed the engagement; but De Tourville waiv-

ing the evident superiority of the enemy, at 10h. 30m. a.m. his fleet was observed to bear away together. While the French fleet was thus bearing down on the centre and rear of the English, Admiral Russel, forbearing to use the advantage of firing upon the French as they advanced, ordered that the signal to engage should not be made until De Tourville had taken his own distance; at the same time he ordered the van to tack to the northward. The French were therefore met by a force not greatly superior, and advanced until within musket-shot of the English line, when hauling up to windward, the *Soleil Royal*, at 11h. 30m., opened fire upon the *Britannia*.

De Tourville's act was politic; and had the evolution been carried out to its proper extent, by cutting the English line, the probability is that the English centre would have been cut to pieces before the rear or van could have approached to the rescue, as the light breeze of wind, in consequence of the firing, had dwindled down to a calm. In bringing to as he did, however, the French admiral relinquished his advantage. For an hour and a quarter the *Soleil Royal* and *Britannia*, as well as the whole of the Red division, continued warmly engaged, by which time the *Soleil Royal* was so much cut up in sails, rigging, and spars that she ceased firing, and was towed out of the action. The celerity with which the English broadsides were poured in was most remarkable as compared with the French. An officer present in the action states that the English fired three times while the French fired twice. Shortly after noon there came on so thick a fog that the ships could not be distinguished from each other, and the firing ceased. This fog lasted until the evening, and from its being calm the ships drifted together with the tide, and the fire became hazardous, as a friend might have been mistaken for an enemy.

Hitherto the rearmost ships had not at all participated in the engagement, having been unable to get up on account of the calm, although the boats of the ships were all ahead towing. At 7h. p.m. Rear-Admiral Carter's flag was observed from the *Victory*, and shortly afterwards the French admiral and part of the French fleet were seen, upon which a distant cannonading took place, till 9h. 30m. p.m., when each ship again lost sight of the other in the fog and darkness. Four of the enemy's ships were burnt by fire-ships. The killed and wounded in this day's fight were very numerous. The *Eagle* alone had seventy men killed, and 150 wounded. Among the killed were Rear-Admiral Carter, and Captain Anthony Hastings, of the *Sandwich*.

In the course of the night, a light air of wind sprang up from the eastward, and the combined fleet made sail to the north-west, in hopes of falling in with the French the next

morning. It is generally supposed that the French fleet anchored with all sail set, knowing that the wind was not sufficient to enable them to stem the flood tide, which the combined fleet not doing lost much ground in the pursuit.

On the morning of the 20th a part of the French fleet, consisting of thirty-eight ships, was discovered about nine miles to the westward, and a general chase ensued, with a light air still from the eastward. Shortly after noon, the wind veered to south-west, and the chase continued till 4h p.m., when the ebb having ceased, both fleets anchored and furled sails. At 10h. 30m. p.m., the fleet again weighed, and plied to the westward under all sail, with a south-west wind. On the 21st., at 5h. a.m., the fleet anchored near the Race of Alderney, in fifty fathoms, Cape la Hogue bearing from the body of the English fleet about south. Twenty-three French ships also anchored, but much nearer the Race, and fifteen others about three leagues further to the westward. The *Britannia*, having lost her fore-topmast on the preceding night, was much to the eastward. Soon after the fleets had anchored, the flood tide came up rather strong, and fifteen or twenty of the ships that had anchored near Alderney were observed driving, and in a short time were to leeward of Cape la Hogue. Three of these succeeded in getting into Cherbourg, and Admiral Russel made the signal for Vice-Admiral Delaval, who with the admiral and about forty sail, had gone in pursuit, to stand inshore and destroy them.

The vice-admiral stood inshore, and found three three-decked ships, including one of the largest of the French navy—the *Soleil Royal*—aground close to the beach, and surrounded by rocks. Finding it impracticable to approach with the large ships, he shifted his flag to the *St. Albans*, and taking with him the *Ruby* and some fire-ships, stood in. The French ships opening a galling fire, the vice-admiral stood out again, the better to mature his plan of attack. Next morning, having collected the ships which drew least water, he stood in again, but not knowing the proper channel, and being in four fathoms, he found it necessary to employ fire-ships. Three fire-ships were selected for this purpose, the vice-admiral himself embarking on board one. The ships proceeded, and two (one commanded by Captain Thomas Heath) succeeded in burning two of the three-deckers, but the third fire-ship, commanded by Captain Thomas Foulis, was sunk by the enemy's shot. The third French ship being on shore, the *St. Albans* and *Ruby* approached and opened their fire upon her, until observing that her crew had deserted, Vice-Admiral Delaval boarded and finding none but the wounded and dead on board, he ordered these to be removed, and the ship to be set on fire.

The other ships which drove entered La Hogue, but those

which kept at their anchors succeeded in making their way through a dangerous passage, known only to clever French pilots, to St. Malo. Sir John Ashby and part of the Blue division, in expectation of being able to attack the ships, as he thought to the westward, continued at anchor; but on the morning of the 22nd, finding they had eluded him by pushing through the intricate navigation of the islands before mentioned, made sail to the eastward, and, meeting, joined Admiral Russel off La Hogue.

At noon on the 23rd, the combined fleet had assembled off La Hogue, and at 3h. p.m. Admiral Russel made the signal for all boats, manned and armed, to proceed to the destruction of the ships in the harbour. Vice-Admiral Rooke was appointed to command the expedition, and accordingly shifted his flag into the 70-gun ship *Eagle*, which drew little water. The boats, under cover of the guns of the frigates, and accompanied by fire-ships, proceeded as the night closed in to the attack; but it was soon found that there was not water sufficient for any but the smallest frigates, for the ships had been all laid aground, and many were high and dry on the sands. The boats, however, proceeded, and notwithstanding a severe fire from the forts and shipping, boarded six of the ships with very little loss. These were shortly in flames, but the remainder being high up on the beach, and protected by a large body of troops, could not at that time be attempted. On the following morning the boats returned to the attack, and burnt all hose left on the preceding night; in all, sixteen large sail of the line and many transports. This important service was performed with loss, on the part of the English, of no more than ten men killed; and its effect was that of seating William III. much more firmly on his throne; the destruction of that fleet having completely dissipated the hopes of James.

The command of a squadron was, in 1694, conferred upon Sir George Rooke (he having been knighted for his gallantry in the previous May), who was ordered to convoy the Mediterranean fleet of seventy-one sail of the line, on purpose to intercept this convoy. Rooke's force, consisting of twenty-three sail only, English and Dutch, being off Lagos Bay on the morning of the 17th of June, discovered part of the French fleet—of the real force of which he was not aware—stretching out from under the land. Indeed, Sir George had been misled by the crew of a fire-ship he had taken, who deceived him, stating that the French fleet consisted of fifteen sail of the line only. At noon, however, no less than eighty large ships were counted, most part of the line, sixteen of which were standing towards his fleet, and Sir George instantly ordered the convoy to make the best of their way into Cadiz, Ferrol, and St. Lucca. At about

3h. p.m. the combined squadron was only four miles to windward of the French fleet, but many ships being more to leeward, Rooke backed his main-topsail to allow them to get up.

The French admiral and vice-admiral of the Blue, with eight or ten of their ships meanwhile gained considerably on the English and Dutch, and at 6h. p.m. opened fire upon the two leewardmost ships, which maintained the united fire of seven or eight French ships for several hours with great gallantry, but were at length overpowered and captured. At about 10h. p.m. the Dutch merchant-ships which had remained with the squadron tacked, and stood inshore, while the English merchant-ships continued on the same tack, standing out to sea. Upon seeing the Dutch ships tack in the night, the French fleet also tacked, and the next morning Sir George Rooke, having stood off shore all night under a heavy press of sail, found fifty-four merchant-ships and several men-of-war in company, with which he sailed to Madeira for water. The loss, which principally fell upon the Dutch, was very severe, amounting to ninety sail of merchant-ships, and two Dutch and one English man-of-war, the whole valued at a million sterling; but had it not been for the skill of Sir George Rooke, the whole 400 sail would in all probability have suffered capture.

On the 12th of July Dieppe was bombarded, and a fire-ship sent in under the command of Captain Dunbar. The machine was arrested in its progress towards the town by several vessels full of stones sunk before it, so that on exploding little mischief was occasioned. Captain Dunbar acquired much reputation by his intrepidity on the occasion; for the train not taking fire when expected, he returned to the vessel which he had quitted, and a second time ignited the fuse. The bombardment was continued until the town was nearly levelled. From thence, Lord Berkeley repaired to Havre, which underwent similar treatment.

Dunkirk was next doomed to be attacked, and a frigate squadron, under Sir Cloudesley Shovel, sailed from England in September. The command of the smaller ships and vessels was conferred upon Commodore Benbow, and with him Mr. Meesters, the constructor of the infernal machines, who, with a number of Dutch pilots, was attached to the expedition. The engineer, aided by his pilots, was to conduct the small vessels and direct the machines. On the 12th of September the expedition appeared before Dunkirk, consisting of thirteen English and Dutch ships of war, two mortar-vessels, and seventeen machines and smaller craft. In the evening Commodore Benbow undertook to sound the Western Channel, and notwithstanding he was exposed to a continual fire from the citadel and ships, he performed the task.

On the 13th the attack commenced, and the boats, small vessels and two machines were sent in. The first machine took fire before it was near enough to take any effect; the second, which was larger, reached within a few yards of the pier-head but was rendered nugatory by the precaution of the French in driving piles at some distance from the pier, upon which the machine grounded. Sir Cloudesley, finding Dunkirk to be for a time unassailable, owing to the taking off of the tides, sailed for Calais, and threw a great many shells into the town, which destroyed forty houses; but from this place he was driven by a gale of wind, and returned with his fleet to the Downs. Thus ended for the year this expensive expedition, which it was calculated had cost England much more for its equipment than it had done damage to the French; but it should be remarked, in extenuation of such a mode of warfare, that although the injury to the French was rather personal than national, it principally fell upon those who had committed serious depredations upon the English trade by their privateering.

On the 27th of January, a squadron of six frigates, commanded by Commodore James Killegrew, in the 60-gun ship *Plymouth*, being between Cape Bona, on the Barbary coast, and Pantellaria, discovered two large French ships, which proved to be the *Content*, of sixty guns, Captain Count d'Aulnoy. The French, mistaking the frigates for merchant-ships, made sail towards them; but discovering their error, hauled to the wind and endeavoured to escape. Commodore Killegrew chased, and the *Plymouth* outsailing the other ships of the squadron, at 4h. p.m. got within gunshot of the French ships, upon which she gallantly opened fire. For more than an hour this ship, unsupported, maintained a conflict with two powerful ships—the wind being so light as to preclude the other ships from closing—during which time the brave commodore was killed by a cannon-ball. The *Falmouth*, Captain Caleb Grantham, next got into action, but she also was alone for an hour. As soon as the four remaining frigates—*Carlisle* (Captain John Norris), *Newcastle*, *Southampton* (Captain Richard Kirby), and *Adventure* had arrived up, the French ships separated, but were pursued—the *Content* by the *Carlisle* and *Newcastle*; and the *Trident*, by the *Falmouth* and *Adventure*.

The French fought their ships well, and maintained a running fight throughout the night; but in the forenoon of the following day both surrendered, having lost many men, and being much disabled. The *Trident*, being leaky, was sent into *Gorgonti*, and the *Content* was carried to *Messina*. The *Plymouth* suffered the most severely, having, in addition to the commodore, fourteen men killed and thirty wounded; besides being greatly damaged, and with the loss of her fore-topmast.

The other five ships lost together about double that number. Commodore Killegrew was buried at Messina with military honours.

In the summer of this year, a second expedition was fitted out, consisting of English and Dutch vessels, to be employed on the French coast, under the command of Lord Berkeley, and the Dutch admiral Allemonde. St. Malo was the first place selected. On the 4th of July they arrived off Quince Fort, which was immediately cannonaded. Next day, three English and two Dutch mortar-vessels, under Colonel Richards, proceeded to attack the forts on one side of the channel, and the other side was committed to the Dutch, while Commodore Benbow, at the head of a third party, with a red flag flying, proceeded to the Charles galley. The frigates followed, and anchoring as near the town as possible, the bombardment commenced at 6h. a.m., and continued for some hours with great fury. At 8h. a.m., the town was on fire in several places. Quince Fort, being of wood, was set on fire by two fire-ships, and burnt for two hours.

The bombardment continued uninterruptedly all day, but at evening, the mortar-vessels, having expended their ammunition—nearly 9000 shells and carcasses—put to sea. The force upon which this enterprise depended consisted of six English and four Dutch men-of-war, nine gallots, fourteen flat bottomed boats, and two brigantines, which suffered a loss of sixty killed and wounded and one mortar-vessel and several boats sunk. The houses of St. Malo, being chiefly of wood, were completely destroyed. Benbow distinguished himself in this attack, and was afterwards detached with a squadron of eight frigates to bombard Granville. Arriving there on the 8th of July, he attacked it so vigorously that in a few hours he departed for Havre, leaving Granville in flames. A demonstration only was made at Havre, and the squadron returned to Spithead, to join the fleet fitting for the bombardment of Dunkirk.

On the 1st of August at 9h. a.m., the attack upon Dunkirk was commenced by several mortar-vessels and gunboats; but so great had been the preparations of the French that little impression was made; and misunderstandings having arisen between the land officers and Mr. Meesters, the engineer, the attempt was given up, and the fleet sailed to Calais. On the 17th of August, Calais was bombarded—600 shells were thrown into the town, and much damage was occasioned. These attacks, however unsuccessfully conducted, had the effect of doing great injury to the privateers, which, during the war, had done immense mischief to the trade of England and Holland.

CHAPTER IV.

1700—1713.

BENBOW'S BATTLE WITH DU CASSE—ACTION IN VIGO BAY—BATTLE AT GRANVILLE—CAPTURE OF GIBRALTAR—LEAKE'S ENGAGEMENT OFF CABRITA POINT—LOSS OF TWO BRITISH CONVOYS—WAGNER IN THE WEST INDIES—AN INDEFATIGABLE FRENCH COMMODORE—ENGAGEMENT IN THE MEDITERRANEAN—END OF THE WAR.

QUEEN ANNE ascended the throne on the 8th of March, 1702, and on the 2nd of May declared war against France. In September, 1701, Vice-Admiral Benbow had sailed to the West Indies with a squadron of ten sail of third and fourth-rates, under orders to detain the Spanish galleons. Admiral Chateau Renaud also sailed from Brest for the same place, with fourteen sail of the line and sixteen frigates, to meet the galleons and convey them to Cadiz. Benbow performed great service to the trade of the West Indies, and had intelligence of the French, which he, in a great degree, succeeded in combating. On the 19th of August, 1702, in the evening, the vice-admiral with his small squadron, being off Santa Martha, fell in with ten sail of French ships, under Rear-Admiral Du Casse; the squadron, consisting of four ships, mounting seventy and sixty guns, one large Dutch ship, another full of troops, and the remainder chiefly small vessels, were running down close inshore, under their topsails. Benbow immediately chased; but his ships being very much separated, he was under the necessity of waiting their arrival before commencing the attack. At 4h. p.m. the engagement began.

Benbow's intention appears to have been to overtake the leading French ship, and as soon as his second astern was abreast of this ship the action was to have commenced. His object, doubtless, was to disable these, when the remainder would have become an easy prey; but the Falmouth was the first to break his orders, that ship, being in the rear, having closed with and engaged the Dutch ship. The Windsor and Defiance also engaged the ships nearest them, but the two latter, after a few broadsides, hauled off and stood out of gunshot. The brunt of the action was borne by the vice-admiral, in the Breda, which ship was opposed to the two sternmost French line-of-battle ships, by which she was much disabled. The fight lasted from 4h. p.m. till night, and the British admiral continued his pursuit of the enemy till the next morning; but at daybreak he found he had only the Ruby near him, the rest of the ships being four or five miles astern.

At 2h. p.m. on the 20th, the sea breeze having set in, the French formed a line and made sail on their way, followed by the Breda, Ruby, and Falmouth. The remaining four British ships—Defiance, Greenwich, Pendennis, and Windsor—made no

effort to join in pursuit of the enemy. The *Breda* and her two seconds, in the course of the afternoon, distantly attacked the enemy's rear ships, but without making any visible impression; Benbow, however, continued to follow, under every disadvantage, for the two succeeding days.

At 2h. a.m. on the 24th, owing to a change of wind, the *Breda* was enabled to pass within hail of the sternmost French ship, and a smart action ensued. Benbow in person boarded the French ship three times, in performing which he received a severe wound in the face and another in the arm, and shortly afterwards the gallant admiral had his right leg shattered by a chain-shot, and was carried below; but he insisted on being again taken upon deck, where he remained, and, while lying in his cradle, continued to give directions respecting the action.

The *Breda's* immediate opponent was in a short time reduced to a wreck, having lost her fore-topmast, main-yard, and mizzen-mast, and her hull was completely riddled with shot; but soon after daylight Benbow observed the French ships bearing down to her assistance. At the same time he had the mortification to witness the *Windsor*, *Pendennis*, *Greenwich*, and *Defiance* actually bearing up and running away to leeward, in despite of his signal then flying for close action. The French observing the dastardly conduct of Benbow's captains, steered for the *Breda*, upon which ship they opened a fire that shot away her main-topsail-yard and otherwise damaged her considerably. Then they sent fresh hands on board the *Breda's* late opponent, and taking her in tow, made sail away without any attempt on the part of the ships before mentioned to prevent it.

Admiral Benbow determined still to follow the enemy, communicated with his captains, and ordered them to keep their stations in the line and behave like men; upon which Captain Kirkby, of the *Defiance*, came on board, and told the admiral "that he had better desist; that the French were very strong, and that from what was passed he might guess he could make nothing of it." On sending for the captains of the other ships, to his inconceivably great surprise and chagrin, they coincided in opinion with Kirkby; and although at that time the English squadron possessed advantages in strength and position, the gallant Benbow found himself obliged to give over the pursuit, and to proceed with the squadron to Jamaica, where he died of his wounds on the 4th of November.

The following anecdote of this gallant seaman, usually termed "honest Benbow," marks in the strongest manner his feelings upon this trying occasion. One of his lieutenants having expressed his sympathy on the loss of the admiral's leg, he replied—"I am sorry for it too; but I had rather have lost

them both than have seen this dishonour brought upon the English nation. But do you hear," he continued, "if another shot should take me off, behave like brave men and fight it out."

On the 16th of October a court-martial assembled to try Captain Kirkby on charges of cowardice, disobedience of orders, and neglect of duty; and these charges having been most clearly proved, he was sentenced to be shot. Captain Constable, of the Windsor, was charged with the like offences, but being relieved by his officers from the charge of cowardice, he was only sentenced to be cashiered. Wade, of the Greenwich, had the offence of drunkenness added to the misdemeanours of Kirkby, and met with the same sentence. Wade and Kirkby met the just reward of their cowardice or disaffection (for their conduct was never fully explained) at Plymouth, in pursuance of the sentences of the court-martial. They were shot on board the Bristol, on the 16th April, 1703. Captain Hudson died a few days before the trial came on, and Captains George Walton and Samuel Vincent were alone exonerated from blame.

Captain Thomas Hardy, commanding the Pembroke, while lying in Lagos Bay, received intelligence that the galleons which Benbow had been sent to intercept, had arrived at Vigo on the 16th of September, under convoy of the French squadron. He immediately sailed to communicate the information to Admiral Sir George Rooke. It was the 6th of October, however, before he could acquaint Sir George with the news, it blowing a gale of wind for three days, and there being no code of signals to express the information. Sir George, in the Royal Sovereign, with the fleet, immediately quitted Cadiz, where he had met with only partial success, and hastened to Vigo. On arriving off Vigo, the Kent's boat was despatched to obtain intelligence respecting the force and disposition of the French and Spanish ships. This being ascertained, it was determined that since the whole fleet could not act upon the enemy's ships, and that they would, on the contrary, only impede each other, fifteen English, and ten Dutch men-of-war, with all the fire-ships, should be sent in to destroy the enemy's fleet. The frigates and bomb-vessels were directed to follow this detachment, and the larger ships were to proceed in afterwards, should there be occasion for their services. The troops were ordered to land at the same time, and attack the fort on the south of Redondella.

To give greater eclat to the attack, all the flag officers went on board the squadron. Vice-Admiral Hopson was ordered to lead the van, followed by Vice-Admiral Vandergoes. Sir George Rooke, Rear-Admiral Sir Stafford Fairborne, and Admiral Callemberg, with Baron Wassenaer, commanded the centre division; and Rear-Admiral John Gravdon, and Vice-Admiral Pieterseon brought up the rear, with the mortar vessels and fire-ships.

On the 12th of October, in the morning, the squadron got under way and made sail for the harbour, the entrance of which is very narrow, and was protected by a strong boom, composed of masts and yards, secured to anchors, dropped in mid-channel, and the ends attached to two of the largest French ships, the *Esperance* and *Bourbon*. Within the boom five ships of from sixty to seventy guns were moored, with their broadsides bearing upon the mouth of the harbour. The van division had scarcely reached within gunshot of the batteries when the wind died away, and the ships were under the necessity of anchoring. A strong breeze, however, shortly afterwards sprang up, and Vice-Admiral Hopson, in the *Torbay*, immediately cut, and crowding every sail, bore down upon the boom. The velocity the ship acquired gave her such power that the boom was broken, and the *Torbay* was instantly between the *Bourbon* and the *Esperance*. The other ships had some difficulty in following their gallant leader, owing to the sudden flaws of wind.

Vice-Admiral Vandergoes, however, and the remainder of the squadron, at length found a way through the passage which Hopson had made; and the *Bourbon* was captured. Hopson meanwhile was in great danger from a fire-ship, and owed his preservation to a very singular circumstance. The enemy was a French merchant ship, having on board a large cargo of snuff, which, in the hurry of preparing her for a fire-ship, had not been removed, and when the fire reached the snuff it so deadened the flames that the *Torbay* was saved from destruction. Yet had the *Torbay* suffered very severely, for she lost no fewer than 115 men killed and drowned, besides many wounded, including among the latter Captain James Moodie. Her foretop-mast was shot away, the foreyard, and foresail destroyed by fire, and the larboard shrouds, fore and aft, burnt down to the deadeyes. The vice-admiral then shifted his flag to the *Monmouth*.

Captains William Bokenham (*Association*), and Francis Wyvill (*Barfleur*), attacked the batteries on either side the harbour with great success, and the French admiral, finding that the land forces, which had made a simultaneous attack from on shore, had gained possession of part of the town, and that more ships were entering the harbour, gave orders for setting fire to the shipping. Before the order could be carried into effect, however, a great many ships were taken possession of. The French loss amounted to 17 ships and 5800 men.

Three Spanish men-of-war, carrying 178 guns, were destroyed, and of fifteen galleons found there, four were taken by the English, five by the Dutch, and four destroyed. The gold and silver on board this fleet was computed at twenty millions of pieces of eight, fourteen millions of which had been removed previous to the attack, the remainder being either taken or sunk

in the galleons. Merchandise, also, was taken or destroyed of a like value, besides much plate, the property of individuals. This was a severe blow to the French and Spaniards, and was accomplished with a very slight loss to the fleet.

In July, a squadron under the orders of Rear-Admiral Thomas Dilkes was sent to look after a large French convoy, in Cuncalle Bay. On the 25th he anchored with his squadron off the south-west end of Jersey, and despatched the *Spy* to obtain intelligence from the governor. The governor of Jersey sent Captains James Lempriere and Thomas Pipon, who were well acquainted with the coast, and who furnished the rear-admiral with information that a fleet of about forty sail had been seen endeavouring, on the 15th, to get into Granville. The rear-admiral immediately got under way, notwithstanding an unfavourable tide, and on the following morning discovered the French at anchor, a league to the westward of Granville. On seeing the English, the enemy got under way, and stood farther inshore.

The rear-admiral followed with his ships as far as his pilots considered it prudent, and then ordered the boats to the attack. The enemy's force consisted of three ships of war and forty-five merchant ships; and the boats captured and brought away fifteen, burnt six, and sank three; but the remainder escaped to a bay between Avranche and Mount St. Michel, where they strengthened themselves against any further attack. On the 27th, a fire-ship and several small vessels, together with the boats of the squadron, proceeded inshore—the rear-admiral being present, and accompanied by Captains Robert Fairfax, Thomas Legge, James Mighells, James Lempriere, and Thomas Pipon. One French ship of eighteen guns was burnt by her own crew; and another of fourteen guns set on fire by John Paul, first lieutenant of the *Kent*; a third, of eight guns, was brought out, and seventeen merchant ships destroyed. Four only escaped by taking shelter under the guns of Fort Granville. Lieutenant Paul was severely wounded in the lower jaw, and had four men killed; but it does not appear that any other loss was sustained by the squadron. Queen Anne was so much gratified by the result of this expedition that she caused gold medals to be struck and distributed among the principal parties engaged.

On the 17th of July, the combined English and Dutch fleets, under Admiral Sir George Rooke, having been augmented by the junction of Sir Cloudesley Shovel's fleet, it was decided to make an attack upon Gibraltar. The fleet therefore crossed over from Tetuan, and on the 21st anchored in Gibraltar Bay. The same day, at 3h. p.m., the marines, English and Dutch, amounting to 1800, were landed to the northward, on the

isthmus which joins the rock to the mainland, under the orders of the Prince of Hesse, who, having posted his men, sent a summons to the governor to surrender the fortress for the service of His Catholic Majesty Charles III. of Spain. The governor returned for answer that the garrison had sworn to be true to their natural lord, King Philip V., and that, as faithful and loyal subjects, they would sacrifice their lives in defence of the place.

Admiral Sir George Rooke then gave orders for the attack to commence, and on the 22nd, Rear-Admiral George Byng, in command of 15 ships, together with Rear-Admiral Vanderdussen, and six Dutch ships, and the ships destined for the attack of the South Mole head, under Captain Hicks, in the Yarmouth, got under way in order to take up the stations assigned to them. The wind proving contrary, the bombarding fleet was unable to get to their berths; but in order to divert the enemy from the intended attack, Captain Whitaker was sent in with a detachment of boats, and burnt a French privateer of twelve guns at the old mole.

On the 23rd, before daylight, the ships having taken up their stations, the admiral gave the signal for the commencement of the cannonade, which was conducted with much spirit; 15,000 shot were fired in five or six hours' time against the town, and the enemy fairly driven from their guns, especially at the South Mole head. The admiral, perceiving the advantage which must result from gaining that important position, ordered Captain Whitaker, with all the boats, to endeavour to obtain possession of it. The landing was effected with great expedition; but Captains Hicks and Jumper, being in the headmost boats, and not waiting for the remaining boats to come up, dashed alongside the battery, and drove the Spaniards from their guns.

The enemy had prepared for the assault, and before quitting sprung a mine, which blew up the fortifications, killed two lieutenants and forty men, and wounded sixty. The remaining portions of the crews of the boats, however, kept possession of the platform, until Captain Whitaker landed with the rest of the seamen. The whole party then united and advanced upon a small bastion half-way between the mole and the town, which they took, together with a great many guns. On a second summons being sent in to the governor, the garrison capitulated; and thus on the 24th July, this impregnable fortress, as it is now deemed, fell into the hands of the besiegers. The attack made by the seamen is described to have been brave beyond example; and the reduction of Gibraltar was accomplished with the loss of two lieutenants, one master, and sixty men killed; and one captain, seven lieutenants, a boatswain, and 216 men wounded.

Having completed the capture of the fortress, the fleet stood over to Tetuan Bay to water, and while returning from that place to Gibraltar on the 9th of August, the *Centurion* made a signal for seeing an enemy's fleet to windward. The fleet under Sir George Rooke's orders, having now been augmented to forty-five sail of the line, mounting 3154 guns, and manned with 20,045 men; six frigates, seven fire-ships, and five others; but four line-of-battle ships being absent in charge of convoys, he had actually with him on this occasion only forty-one English and twelve Dutch sail of the line, so that we may reckon the line-of-battle force of the fleet at about 3700 guns and 23,200 men.

The French fleet, which at this time made its appearance, was commanded by Admiral Comte Thoulouse, in the *Foudroyant*, of 104 guns; and consisted of fifty line-of-battle ships, in excellent condition, carrying 3543 guns and 24,155 men; eight frigates, mounting 149 guns, with 1025 men; nine fire-ships, and two transports. The French fleet contained three ships of 104 guns, and four of ninety-two and ninety guns, while the combined fleet contained only three of ninety-six guns, and two of ninety guns; the remainder being from eighty to fifty; the remainder of the French being from eighty-eight to fifty-two guns. The French ships were invariably better built, and better armed; they had also a very great advantage in point of sailing.

A council of war was called, which decided that the French fleet should be engaged to the eastward of Gibraltar. The confederate fleet was thus ordered: the centre was commanded by Sir George Rooke, having for his rear-admirals Byng and Dukes. Sir Cloudesley Shovel and Sir John Leake led the van, and Vice-Admiral Callemberg, with Rear-Admiral Vanderdussen, commanded the Dutch ships in the rear.

After a tedious pursuit, the French fleet was at length, on Sunday, the 13th of August, brought to action off Malaga. On the morning of this day, the combined fleet being to windward, the admiral made the signal to bear down upon the enemy, who remained lying to until the fleet had reached within half gun-shot, when the French filled, edged off the wind, and commenced the action. The design of Sir George Rooke was very probably to break the French line, and engage to leeward; for being short of ammunition, he was anxious for close quarters; but this movement of the French set aside his mode of attack, and a distant cannonading commenced. Shovel's division was gallantly led by Sir John Leake, and the action maintained until 2h. p.m., when several of the English ships ceased firing for want of ammunition. The *Monk* was three times attempted to be boarded by a ship of seventy guns, but each time the

boarders were repulsed with great slaughter. The contest throughout was most vigorous, and had it not been for the shyness evinced by the French admiral in avoiding close action, the probability is that more than one trophy would have been gained by the allies. The Dutch behaved with their customary valour, and continued the firing till night, their magazines having been better stored.

In the night, the French made all sail to leeward, and on the following morning, the wind having shifted in the night, were discovered four or five leagues to windward. In this encounter both fleets suffered severely in loss of men. On board the English fleet four lieutenants, two warrant officers, and 687 men were killed; and five captains, thirteen lieutenants, thirteen warrant officers, and 1632 men wounded. The Dutch lost one captain, and 400 men killed and wounded. The French loss was stated by themselves at "rather more" than 1500, but from their retreat, and from their putting into Toulon for the remainder of the year, in consequence, as they said, of the great number of their wounded, we may fairly assume equal, if not a much greater, slaughter to have occurred on board their ships. Campbell gives 3048 as the total number of private men killed and wounded, and 191 as the number of officers. The French admiral's object was to assist the Spaniards in the recovery of Gibraltar; but that project was now relinquished.

On the 10th of March, 1705, the squadron commanded by Sir John Leake being off Cabrita Point, five large ships were observed standing out of the bay, which were immediately chased by Sir Thomas Dilkes, in the *Revenge*, with the *Newcastle*, *Antelope*, *Expedition*, and a Dutch ship, followed distantly by the remainder of the squadron. The French squadron made for the Barbary shore; but finding the British gaining in the chase, tacked, and stood in for the Spanish coast. At 9h. a.m., the chasing ships captured the French 60-gun ship *Arrogant*. The *Magnanime*, seventy-four, bearing Admiral Pointis's flag, and the *Fleur-de-lis*, eighty-six, made a good resistance, but were at length driven on shore, to the westward of Morbella, and totally destroyed. The *Magnanime* took the ground with such force that her masts went over the side, and she bilged almost immediately. The small portion which remained above water was fired by the French before quitting. The fourth ship, the *Ardente*, sixty-six, and the fifth, the *Marquis*, fifty-six, were captured by two Dutch ships. Sir John Leake having succeeded in relieving Gibraltar, and captured several merchant ships, returned to Lisbon.

On the 1st of May a large outward-bound convoy, under the protection of three ships under Commodore Wyld, sailed from the Downs, and on the 2nd fell in with the Dunkirk squadron

of ten sail of the line, a frigate, and four privateers, commanded by Mr. Forbin. Commodore Wyld took five of the largest merchant ships into his line, and boldly met the attack. For two hours and a half a heavy fire was kept up; but Captain Acton being killed, the Grafton surrendered to the overwhelming force opposed to her. The Hampton Court fought desperately, and sank the Salisbury, but was at length obliged to surrender. The Royal Oak having eleven feet of water in her hold, escaped with great loss by running on shore under Dungeness, from whence she was next day got off, and carried into the Downs. The French took twenty-one sail of merchant ships, and carried all into Dunkirk. It is recorded that a midshipman, whose name has never transpired, belonging to the Hampton Court, after the enemy had taken possession of the ship, conveyed Captain Clements, who was mortally wounded, into the long boat, which was towing astern, into which himself and seven men also got unperceived, and hid themselves under the thwarts. They then watched their opportunity to cut the boat adrift, and succeeded in reaching Rye harbour on the 3rd of May with the dead body of their captain.

On the 17th of July an attempt was made upon Toulon by the combined English and Dutch forces, again assisted by the fleet under Sir Cloudesley Shovel. 100 guns were landed from the different ships for the batteries, and a great number of seamen to serve them; Sir Thomas Dilkes also bombarded the town with the fleet; but, notwithstanding the success which at one time seemed likely to follow, it was afterwards deemed prudent to withdraw from before the place. The French, however, sustained much loss, for, in addition to eight of their largest ships, which were burnt, several magazines and 130 houses were destroyed. Shovel was greatly chagrined at the partial failure of this expedition, and departed for England, leaving a squadron under the command of Sir Thomas Dilkes to blockade Toulon.

Notwithstanding the fate of Commodore Wyld's squadron in May, the Admiralty provided no better convoy for the Lisbon fleet which, after much delay, sailed in October. The merchant ships consisted of 130 sail, in charge of five ships under Commodore Edwards. On the 10th of October, being off the Lizard, the convoy fell in with the squadrons of Count Forbin and M. Du Guai Trouin, consisting together of twelve sail of the line. Commodore Edwards formed a line, and stood towards the enemy, in order to give the merchant ships an opportunity of escaping. At about noon the action commenced, M. Du Guai Trouin and two other ships attacking the Cumberland. The fight was conducted with great skill; but the Cumberland, being dismasted and reduced to a defenceless state, struck her

colours. The Devonshire maintained a running fight with five French ships until dusk, when she blew up, two only out of her crew of 700 being saved. The Achille boarded the Royal Oak, and a long and desperate action ensued; but having disabled the Achille, the former escaped into Kinsale. The Chester and Ruby were also captured. The merchant ships effected their escape, and arrived at Lisbon in safety.

As a very poor set-off to this success of the French, Captain Nicholas Haddock, in command of the Ludlow Castle, on the 30th of December, off the Long-sand-head, fell in with two large privateers, each carrying more men than the British ship. These ships were the Nightingale and Squirrel, fitted out at Dunkirk, the Nightingale being under the command of one Thomas Smith, who had been dismissed the English service. The two ships attacked the Ludlow Castle, but were so warmly received that they endeavoured to make off. Captain Haddock gave chase to the largest, which he captured the same night.

Commodore Wager, who commanded the West-India squadron this year, hearing of the arrival of a French squadron at the Havannah, under M. Du Casse, for the purpose of conveying home a fleet of Spanish treasure-ships, resolved to intercept the latter previous to their reaching the Havannah. The Severn, Captain Humphrey Pudner, was accordingly despatched to reconnoitre Porto Bello, where the Spanish ships were to assemble, from whom the commodore received intelligence, on the 3rd of May, that the fleet had sailed for Carthagená on the 19th. The ships with Commodore Wager, who had his broad pendant in the 60-gun ship Expedition, Captain Henry Long, consisted of the 60-gun ships Kingston and Portland, Captains Simon Bridges and Edward Windsor, and Vulture fire-ship, with which he cruised till the 27th. On the 28th, at noon, the Spanish ships, seventeen in number, were seen from the mast-head. Commodore Wager immediately chased; but the Spanish admiral, despising a force so paltry, proceeded on his course without deigning to notice it. Unable to weather a small island called Baru, the Spaniards tacked, and thus neared the British.

The Spanish admiral then drew his ships into a line, his own ship, bearing a white pendant at the main, in the centre. Of the seventeen sail, two were sloops, and one a brigantine, which withdrew from the action, and made sail inshore. This squadron had on board specie to the amount of forty-eight million pieces of eight. Commodore Wager decided on engaging the Spanish admiral's ship of sixty-four guns himself, and ordered the Kingston to engage the vice-admiral, and the Portland the rear-admiral. The sun was just setting as the commodore commenced the engagement, which, as the ships neared,

became very fierce. In about an hour and a half the Spanish admiral's ship took fire and blew up with a tremendous explosion, vast quantities of the burning fragments falling upon the deck of the Expedition. Seeing the fate of the admiral, the Spaniards dispersed in the greatest confusion, and it was some time before the commodore could renew the action; but at about 10h., the night being very dark, he succeeded in getting alongside the Spanish rear-admiral's ship, into which he poured a broadside. Commodore Wager, who had hoisted a light, being perceived by the Portland and Kingston, was soon joined by those ships, and shortly after midnight the Spanish ship surrendered.

Before daybreak another large ship was discovered by Commodore Wager on his weather-bow, and three sail upon the weather-quarter, three or four leagues off, upon which, his own ship being unable to carry a press of sail, he ordered the two ships of his squadron which were uninjured to chase to windward. This order was tardily obeyed; but the signal being repeated, they at length ran the commodore out of sight. It appeared, by the captains' statement on rejoining, that the ship they had chased was the vice-admiral's, but that she had got among the shoals of Salmadinas, and that they were deterred by the dangerous navigation from following. The freight on board the Spanish admiral's ship which blew up was valued at seven million pieces of eight; the vice-admiral had six millions, and the one taken was the least valuable. Commodore Wager was promoted to be rear-admiral on the day of the action. A court-martial was held on the 23rd of July, upon Captains Bridges and Windsor, for not persevering more in endeavouring to destroy the Spanish vice-admiral, and they were both dismissed their ships.

In 1709, on the 5th of February five ships, under Captain Tollet, sailed from Cork in charge of the traders for England, and on the 2nd of March, being eight leagues south-south-west of the Lizard, four large ships were discovered standing towards them. The convoy was ordered to disperse; and the Sunderland and Anglesea having parted company the day before, Captain Tollet signalled his three remaining ships to form a line. At 8h. a.m. the enemy bore down in line, and having arrived within musket-shot, hoisted French colours. Commodore Du Guai Trouin, in the 70-gun ship *Achille*, ranged up so close to the *Assurance* that she fell on board, and both ships commenced a furious cannonade, their yardarms touching. The French ship having men in her tops, committed great havoc on the quarter-deck of the *Assurance*, killing and wounding nearly every man upon it. For half an hour this destructive fire continued, when the two ships having fallen off before the wind,

separated; but they again closed, and renewed the action in a short time upon the other side, and with equal fury, when the *Achille* sheered off, and pursued the merchant ships. The other three French ships, which mounted from forty to fifty guns each, then engaged the *Assurance*, but were soon compelled to desist.

The *Assurance* was left without a shroud or a stay uncut, her foresail and fore-topsail were shot to pieces, her best bower-anchor cut from the bows, one of the flukes of the sheet-anchor shot away, and her small bower-anchor driven into her bows. Captain Tollet had been four months absent from his duty sick, but was on this occasion taken on deck in a chair, in which he was wounded. The first lieutenant was wounded in the leg, but his wound being dressed he returned on deck. The second lieutenant was killed, as were several French officers, passengers. Altogether the *Assurance* sustained a loss of twenty-five killed and fifty-three wounded, many of the latter mortally. The French squadron having principally directed their strength upon Commodore Tollet's ship, the *Hampshire* had only two men killed and eleven wounded, and the *Assistance* eight killed and twenty wounded, among which latter was Captain Tudor, mortally. M. Du Guai Trouin's ship and squadron suffered very severely, although their loss is not recorded. The *Assurance* lost no time in refitting, and in pursuing the French squadron, to protect the convoy. Five merchant ships, however, were unavoidably captured, two of which foundered before reaching France.

The indefatigable Commodore Du Guai Trouin continued to harass every English convoy entering or quitting the Channel; and on the 26th of October, being about 150 leagues to the westward of Scilly, captured the 64-gun ship *Gloucester*, Captain John Balchen. On the 2nd of November this same squadron, consisting of five sail of the line, with the *Gloucester* in company, captured the 50-gun ship *Hampshire*, Captain the Hon. Henry Maynard. One ship of fifty-six guns and 550 men closely engaged the *Hampshire* for several hours, but was beaten off. The *Hampshire* was chased into Baltimore (Ireland), into which harbour she was assisted by boats from the shore; and it was not until the boats were observed coming off to her succour that Du Guai gave over the pursuit. The captain of the *Gloucester*, who was on board one of the French ships, afterwards stated that the chief opponent of the *Hampshire* had 120 men killed and wounded. The *Hampshire* received seventy-two shots in her hull, her masts were all more or less shattered, and her loss amounted to fifteen killed, as many dangerously, and others slightly wounded.

Rear-Admiral Wager's squadron continued to do good service.

in the West Indies, in protecting the trade of the colonies, and in harassing that of the French. In the month of April, the 50-gun ship *Portland*, Captain Stephen Hutchins, after convoying the traders to Porto-Bello, was lying in the Bastimentoes, from which place four ships, two of fifty, and two of thirty guns, were observed at anchor in the harbour of Porto-Bello. The two largest Captain Hutchins understood to be the *Coventry* and *Mignon*, from Africa. On the 1st of May intelligence was brought to him that these ships had sailed on the previous night; and the *Portland* immediately put to sea in quest of them. On the 3rd, at 8h. a.m., two ships were discovered to windward, which at noon bore up to close the *Portland*. They did not, however, approach near enough to engage that day; but on the morning of the 4th, by tacking in the night, Captain Hutchins got within gunshot on the lee quarter of the *Mignon*, which he engaged. The *Coventry* dropped astern to support her consort, and taking her station on the bow of the *Portland* both ships kept up a cross fire upon her, which did great damage to the rigging and sails. A running fight of some hours continued, when the *Portland*, having had her maintopsail-yard cut in two, dropped astern.

All the remainder of the day and night was employed on board the *Portland* in repairing the damages of the previous day's action, and at 4h. a.m. on the 5th, that ship was again in chase; but it was not until the 6th that Captain Hutchins was again enabled to bring them to action. At 7h. a.m., the *Coventry* having given the *Portland* an opportunity, those two ships closed, and a well-directed fire was opened. The *Coventry's* deck was observed to be so crowded with men that Captain Hutchins did not think it prudent to attempt to board; but a close action was maintained with spirit until 11h. a.m., when the French ship lost her mainmast. With much obstinacy, however, she continued the fight, but at 12h. 30m. surrendered. The *Mignon* escaped. The *Coventry* had her captain killed, and her second captain wounded, together with a great many men, her crew having been much augmented from the *Mignon*. The *Portland*, out of a crew of 220, sustained a loss of nine killed and twelve wounded. The prize had on board 20,000 pieces of eight.

On the 22nd of March, 1711, the Mediterranean fleet, still commanded by Sir John Norris, being in Vado Bay, the signal was made for seeing four ships, upon which the admiral ordered the 60-gun ships *Nassau* and *Exeter* to proceed in chase. The *Lion*, *Lyme*, and *Severn*, British look-out ships, joined in the pursuit, and on the 26th an engagement took place. The French ships mounted from sixty to forty guns each, and maintained a running fight with such of the English ships as could

get up. The Severn, Captain Humphrey Pudner, and Lyme, Captain James Gunman, were in consequence disabled (the former having had twenty-three and the latter six men killed and wounded), and obliged to return into port; but the Lion, Captain Galfridus Walpole, and the Exeter, Captain Beaumont Raymond, continued the chase. Captain Walpole lost his right arm, and had forty men killed and wounded, and his ship was almost unrigged before he relinquished the pursuit. The Exeter followed, and engaged the Pembroke (late English), a 50-gun ship, which struck, but the Exeter could not take possession owing to her disabled state.

The operations of the combined English and Dutch fleet, under Admiral Sir John Leake, were in 1711 confined to the protection of the English coast, and to destroying the privateers which infested the Channel, many of which were captured. Still fewer actions do the annals of 1712 afford; and we will therefore briefly sum up the events of this memorable war, which was terminated by the peace of Utrecht, signed on the 1st of April, 1713, and which cannot be better done than in the words of Campbell:—

“Upon the close of the war, the French found themselves totally deprived of all pretensions to the dominion of the sea. Most of our conquests—indeed, all of them that were of any use to us—were made, or at least chiefly, by our fleets. Sir George Rooke took Gibraltar; Sir John Leake reduced Minorca; and it is also evident that it was our fleet alone that supported King Charles in Catalonia, and kept the king of Portugal steady to the grand alliance; which, besides the advantages it brought to the common cause, secured to us the invaluable profits of our trade to that country. At the same time our fleets prevented the French from so much as sailing on the Mediterranean, where they had made a figure in the last war, and kept many of the Italian states in awe. The very Algerines and other piratical states of Barbary, contrary to their natural propensity to the French, were now obsequious to us, and entertained no manner of doubt of the superiority of our flag.”

In the course of the war the English sustained a loss of thirty-eight ships, mounting 1596 guns; while that of the French exceeded ours by eighteen ships and 1498 guns. Great Britain retained possession of Gibraltar, Minorca, Hudson's Bay, the whole of Nova Scotia, the island of St. Christopher's, and also Newfoundland, with a few exceptions.

CHAPTER V.

1713—1744.

GREAT BATTLE WITH SPANISH FLEET OFF SICILY—ROBERTS THE PIRATE THE REDUCTION OF MOROCCO—CAPTURE OF PORTO BELLO—A SERIES OF FIGHTS IN THE WEST INDIES.

GEORGE I. commenced his reign in a period of peace; and we have to pass over three years before any battle presents itself.

In 1718 a Spanish force having been despatched with an army to attack Sicily, the British court, determined to uphold Austria, and maintain the neutrality of Italy, ordered a fleet of 20 sail of the line, under the command of Admiral Sir George Byng, to proceed to the Mediterranean. On the 3rd of June this fleet sailed from Spithead, and on the 24th arrived at Cadiz. At this place the admiral acquainted the King of Spain by letter with his intention of acting against all those who should attempt to violate the peace of Italy. The King of Spain returned for answer, "that the admiral might follow his orders." The fleet then sailed for Naples, where it anchored on the 21st of July.

On the 30th of July, being to the northward of Messina, the admiral received intelligence that the Spanish fleet had been seen off Reggio; and early in the morning two sail were discovered. At the same time a felucca came from the Calabrian coast with intelligence that the Spanish fleet was visible from the heights. The fleet then made sail through the Faro of Messina, in chase of the two vessels, and at noon observed the Spanish fleet formed in a line of battle. Admiral Don Antonio Castaneta commanded the Spanish fleet, which consisted of twenty-six ships of war, thirteen bombs and smaller vessels, and several store-ships, etc. Upon seeing the British fleet, Castaneta made sail with the wind abaft the beam, but maintaining the order of sailing. Sir George Byng ordered the Kent, Superbe, Grafton, and Orford to make what sail they could after the Spanish fleet, and endeavour to keep sight of them during the night. On the morning of the 31st of July, at daylight, the British fleet had gained considerably, and the smaller vessels of the Spanish fleet tacked and endeavoured to get inshore. Sir George, however, despatched the Canterbury, Captain Walton, together with the Argyle and six others, to cut them off; and as those ships approached, the Spaniards fired a broadside into the Argyle, thereby commencing hostilities. Leaving these eight ships to deal with the inshore squadron, Sir George stood on after the larger ships.

Sir George's total fleet amounted to 21 ships, the aggregate of the crews being 8883. The Spanish fleet consisted of 29 ships, with a total crew of 8830 men all told.

Sir George Byng continued pursuing the main body of the Spanish fleet; and the Orford and Grafton being the leading ships, were fired at by the sternmost ships of the Spanish fleet at about 10h. a.m. The admiral, however, cautiously ordered those ships not to return the fire of the Spaniards, unless it was repeated; but this having been done, the Orford attacked, and in a short time took the Santa Rosa, sixty-four. The San Carlos, sixty, struck to the Kent. The Grafton, having shot ahead, took up a position close to the Principe de Asturias, seventy, bearing the flag of Vice-Admiral Chacon, which he engaged with great effect; but finding the Breda and Captain to be closing with him, Captain Haddock gallantly made sail for the next ship, leaving the Principe, much shattered, to be taken possession of by those ships. This was the plan pursued throughout the action by the brave Haddock, which accounts for no ship having struck to the Grafton.

At about 1h. p.m., the Kent and Superbe having arrived up, engaged the Spanish admiral in the St. Philip, but, supported by two ships of his fleet, Castaneta maintained a running fight for two hours. The Kent, by her superior sailing, passing under the stern of the St. Philip, fired a destructive raking broadside into her, and then hauled up on her lee-quarter. The Superbe also attacked her on the weather-quarter; and after an obstinate defence the Spaniard surrendered, having lost 200 men. The Barfleur was attacked by two 60-gun ships, just arrived from Malta in the midst of the engagement, one, the St. Louis, bearing Rear-Admiral Guavara's flag; but after firing their broadsides both tacked and stood in for the land. The Barfleur tacked after them, and pursued till nearly dark; but the wind being light and baffling, Sir George Byng was obliged to bear up for his own fleet. The Essex captured the Juno; the Montagu and Rupert, the Volante; and the Dorsetshire, the Santa Isabella. This memorable action was fought about six leagues from Cape Passaro.

The Spanish ships captured comprised the Royal, sixty, bearing Rear-Admiral Mari's flag; one ship of fifty, one of forty-four, and one of twenty-four guns, with a bomb-vessel, and a ship laden with military stores. Those burnt were one of fifty-four guns, two of forty, and one of thirty guns; with a fire-ship and bomb-vessel.

The British ship which suffered most on the 31st July was the Grafton.

In 1720 His Catholic Majesty acceded to the quadruple alliance in February of this year.

In 1722, the West Indies and coast of Africa were infested by pirates, and one, who bore the name of Roberts, said to have been a man of good education, rendered himself particularly

formidable, as well by the squadron at his disposal as by his dexterous seamanship.

On the 4th February the 60-gun ship *Swallow*, Captain Sir Chaloner Ogle (having a few days previously received intelligence at Whydah, on the west coast of Africa, respecting this piratical ship, which had captured and destroyed several ships of various nations), being off Cape Lopez, observed three ships at anchor inshore. Believing the ships to be those of which he was in search, Sir Chaloner stood off shore, in order to draw out one or more in pursuit. Having disguised the *Swallow* as much as possible, the pirate imagined her to be another Indiaman, of which he had latterly made many prizes; and accordingly the *Little Ranger*, commanded by one Skyrme, mounting thirty-two guns, with a crew of 130 men, was ordered in chase. The *Swallow* continued standing out to sea before the wind, but with her main tack aboard, and yards braced sharp up, so as to allow the pirate ship to overtake her; and having by these means succeeded in drawing her out of sight of her companions, rounded to and allowed the pirate to close. The latter bore down with the black flag flying, and engaged the *Swallow*; but on the *Swallow* hoisting her ensign and pendant, it was hauled down; the flag was, however, rehoisted and kept flying till her surrender. This soon took place, for on opening the *Swallow's* lower deck ports the pirate received so heavy and unexpected a fire that, Skyrme being killed, the crew called for quarter.

Having sent his prize to Princes Island, Sir Chaloner Ogle, two days afterwards, stood into the bay in which the *Great Ranger* and the remaining consort were lying; and by employing the *ruse* of hoisting the black flag over English colours, he succeeded in getting alongside the pirate before the true state of the case was known. Roberts was killed by the first broadside, otherwise he would have blown up the ship, or have sunk, instead of surrendering; but the captain being dead, and the mainmast being shot away, the crew asked quarter, which being promised, the black flag was hauled down. The third ship, mounting twenty guns, had been captured from the French a short time previously, at Whydah. Several of the pirates escaped on shore, but the remainder, to the number of 160, were, with the three prizes, carried to Cape Coast. The pirates were there tried, and seventy condemned, fifty-two of whom were hung in chains along the coast.

The first occurrence of note in the reign of George II. was the reduction of Morocco. The blockade of their ports was so successfully performed by Captain James Cornwall, in the *Greyhound*, with the 20-gun ships *Dursley* and *Rose*, Captains Thomas Smith and Charles Wyndham, that the Emperor was compelled to release all his English prisoners, to the number of

140. During the various operations, two large corsairs, each mounting twenty-six guns, were destroyed by the 20-gun ship *Shoreham*, Captain John Towry, assisted by the *Rose*.

In 1739 the conduct of the Spanish *guarda costas*, and of the King of Spain in refusing to afford restitution and compensation for the injuries sustained, occasioned an expedition to be fitted out to act against the Spanish West India settlements, in the neighbourhood of which the atrocities complained of had been committed. At the same time an embargo was laid upon Spanish ships found in English ports.

On the 24th of July this expedition, commanded by Vice-Admiral Edward Vernon, consisting of the *Lenox*, *Elizabeth*, *Burford*, and *Kent*, of seventy guns; *Worcester*, *Strafford*, and *Princess Louisa*, of sixty guns; and 50-gun ship *Norwich*—sailed from Spithead. Owing to adverse winds in the Channel the ships were forced into Plymouth, where Admiral Vernon received intelligence respecting the Azogues fleet, then daily expected, and for which a Spanish squadron was looking out off Cape Finisterre. The vice-admiral therefore sailed from Plymouth on the 3rd of August, and on the 9th arrived off Cape Ortugal. Here he received intelligence that the Azogues fleet had not arrived, and that the Spanish squadron had returned to Cadiz. Leaving the *Lenox*, *Elizabeth*, and *Kent* to cruise for it, he, with the remainder of the squadron, sailed for Madeira and the West Indies. On the 29th of September, he arrived at Antigua. After some delay in obtaining the requisite intelligence, the expedition having been joined by Commodore Charles Brown, sailed for Porto Bello on the 5th of November.

On the 20th, the squadron, consisting of six ships, came in sight of Porto Bello, and having chased many vessels into the harbour, the Spaniards became fully aware of their presence; but so wanting was Don Francisco M. de Retez, the governor, in energy, that no precaution was taken to defend the place. Porto Bello stands on the north side of the Isthmus of Darien, and has a convenient bay—in depth about a mile—with a good anchorage. On the north side of the bay, near the entrance to the harbour, stood a strong castle, called the Iron Castle, mounting seventy-eight guns, with a battery of twenty-two guns, nearly level with the water; the whole garrisoned by 300 men. On the southern side of the bay, about a mile farther up, on an eminence, stood Gloria Castle, consisting of two regular bastions, towards the bay, which mounted ninety guns, besides a line of eight guns pointing towards the entrance to the anchorage, which was garrisoned by 400 men. Above this castle again, on a sandy point, running into the bay, stood Fort St. Jeronimo, a quadrangular redoubt, strongly built, mounting twenty guns. The two last-named castles commanded the anchorage, and,

together with Iron Castle, rendered the entrance to the harbour difficult. At the bottom of the bay, built along the shore in the form of a crescent, was the town of Porto Bello.

On the 21st the squadron got under way with an easterly wind, and worked up to the harbour; and at 2h. p.m. the Hampton Court anchored close under the Iron Castle, and commenced cannonading it. The Hampton Court was soon supported by the Norwich and Worcester; and the united fire of these ships quickly silenced the battery. Vice-Admiral Vernon arriving up about this time, and observing the slackness of the enemy's fire, ordered the boats, manned and armed, to assemble near him; but the enemy, on the arrival of the admiral, appeared to have been desirous of making another effort, and recommenced their fire; but the admiral's ship, adding to the cannonading they had already endured, again obliged them to slacken, and the soldiers in the lower batteries were driven from their guns by the small-arm men stationed in the ships' tops.

Upon this, the vice-admiral ordered the boats, commanded by Lieutenant Thomas Broderick, to shove off from the ships, and in a short time the seamen, clambering up the face of the rampart, by the aid of each other's heads and shoulders, made themselves masters of the castle, and advanced towards the town. The Spaniards fled in all directions; and as reinforcements of sailors arrived from the ships all appearance of opposition ceased, and a white flag was held out from the walls of the town, in token of a desire to capitulate. The castles of Gloria and St. Jeronimo still held out; and means were resorted to for reducing these on the following day; but the Spanish governor offered to surrender upon certain terms, but which not being admissible, the admiral proposed others, which the governor, after a few hours' deliberation, agreed to. Captain Newton was accordingly sent, with 200 soldiers, to take possession of the castles and town, and a party of seamen to secure two ships of twenty guns in the harbour, together with a great number of smaller vessels.

The loss on the part of the British was slight. The Burford had three men killed and five wounded; the Worcester, a like number; and in the Hampton Court, one man was wounded. Treasure to the amount of 10,000 dollars found in Porto Bello, intended for the payment of the garrison, was seized, and immediately distributed amongst the captors; but the town was not plundered. Forty guns, ten field-pieces, four mortars, and eighteen patereroes, all of brass, were sent off to the ships, together with ammunition, but the iron guns were destroyed. Captain Charles Knowles, assisted by Captain Boscawen, was ordered to superintend the destruction of the forts. The task was one of difficulty, owing to the strength and thickness of

the walls, and was not completed till the 6th of December, when the mines being properly charged and sprung, the castles, which had so long afforded protection to the guarda costas, were levelled.

The squadron of Vice-Admiral Vernon was reinforced by Rear-Admiral Sir Chaloner Ogle, in the 80-gun ship *Cumberland*, and it was determined to attack Carthagea. On the 25th of February, the vice-admiral got under way with the fleet, consisting, with transports, etc., of 124 sail, and on the 4th of March, 1741, anchored in Plaza Grande Bay, between Carthagea and Point de Canoa. A feint was here made at landing, which had the effect of drawing a large body of troops to this part of the shore, where they began intrenching. The garrison of Carthagea consisted of 4000 men, but to oppose this the expedition contained land forces to the number of 12,000, and twenty-nine sail of the line, with a large proportion of frigates, containing in the whole 15,938 seamen. On the 9th, Sir Chaloner Ogle shifted his flag to the 60-gun ship *Jersey*, Captain Peter Laurence, and the whole moved towards the intended place of debarkation.

The entrance to Carthagea is six miles to the westward of the city, between two narrow peninsulas called *Terra Bomba* and the *Baradera*. This entrance is called *Bocca Chica*, and is so narrow that only one ship can enter at the same time. On the side of *Terra Bomba*, was the square fort *St. Louis*, having four bastions, mounted with eighty-two guns and three mortars, to which was added *Fort St. Philip*, mounting seven guns, and *St. Jago*, mounting fifteen guns; and a smaller battery of four guns, called *Battery de Chamba*, serving as outworks to it. On *Baradera* side the fortifications were equally strong, consisting of a fascine battery of fifteen guns, called the *Baradera*; and in a small bay at the back of that another battery of five guns. Facing the entrance of the harbour also, on a small flat island, stood *Fort St. Joseph*, mounting twenty-one guns. Facing the entrance of the harbour also, on a small flat island, stood *Fort St. Joseph*, mounting twenty-one guns. The *Bocca* was, in addition, protected by a strong boom, flanked by the broadsides of four large ships of the line, one of which bore the flag of Admiral Don Blas de Leso.

As the ships passed along, the *Chamba* battery began to fire, but was soon silenced by the *Princess Amelia*, Captain James Hemmington; the fascine battery also gave no trouble. About noon, the 80-gun ships *Norfolk*, *Russel*, and *Shrewsbury*, Captains Thomas Graves, Richard Norris, and Isaac Townshend, anchored very close to the forts *St. Jago* and *St. Philip*, which in an hour they so shattered that the Spaniards abandoned them, and the soldiers landed and took possession.

This success was obtained with the loss of a few men killed on board the Norfolk and Russel; but the Shrewsbury, owing to having had one of her cables cut, whereby her stern became exposed to the united fire of the enemy's ships inside, as well as of two fascine batteries, suffered more severely. Captain Townshend, however, refused to retire, but maintained the combat for seven hours, and night having put an end to the contest, the Shrewsbury was brought off, having had twenty men killed, and forty wounded, the ship being almost a wreck.

The next three days were occupied by the land forces in making arrangements for the investment of Fort St. Louis; but receiving much annoyance from the forts on the Baradera side, the vice-admiral determined that the forts on that side should be attacked, and taken, if possible, by surprise. Accordingly, a division of boats was appointed, and the command of the party intrusted to Captain Thomas Watson, of the 70-gun ship Burford, having under his orders Captains Harry Norris and Charles Coleby. The storming party was under the orders of Captains Edward Boscawen, William Laws, and Thomas Cotes. The enterprise was delayed by bad weather till the 19th. At midnight the boats landed about a mile to leeward of Baradera battery, which battery mounted fifteen 24-pounders. The boats pushed in between two reefs of rocks, and close under the walls of a 5-gun battery, which perceiving their approach, opened fire. The report of the guns acted as a spur to the crews of the boats, who, in the course of a few minutes, scrambling over the walls and through the embrasures, quickly possessed themselves of this impediment. The guns of the small battery had, however, acted as an alarm also; and the larger battery, rightly guessing the cause of the firing, pointed three of their guns at it, and poured in a constant fire of round and grape shot. Owing to the bad aim taken, few shot took effect, and the storming party advanced at a quick pace upon the large battery, and after a stout resistance carried it also; when, spiking the guns and breaking up the platform, they set fire to everything that would burn within the battery, and returned to their ships, having sustained a very trifling loss.

The enemy still holding out against the besiegers, another attack from the shipping was determined upon; and Commodore Richard Lestock, with two ships of eight, three of seventy, and one of sixty guns, was intrusted with it. Five ships, under Sir Chaloner Ogle, were appointed to take the place of any disabled ship. Early on the morning of the 23rd, Commodore Lestock, in the Boyne, with the Princess Amelia, Prince Frederick, Hampton Court, Suffolk, and Tilbury, Captains James Hemmington, Lord Aubery Beauclerk, Digby Dent, William Davies, and Charles Long, took up their stations under

the batteries, and abreast of the four ships inside the boom, all which, upon the approach of the British, opened a heavy fire. The Boyne being a little to leeward of her intended position, was exposed to a tremendous cross-fire; but the Princess Amelia, being better stationed, did great execution, demolishing a fascine battery, while the Prince Frederick and Hampton Court kept up a smart cannonading throughout the day; but towards night, the Boyne being obliged to quit her position, these ships had to sustain the fire which that ship had previously received, and before morning were so much shattered that the admiral ordered them off. The Suffolk and Tilbury continued their fire upon the Fort St. Louis throughout the night. The effect of the fire of the British squadron was less destructive to the enemy than it was disastrous to the crews of the different ships, which suffered very severely; the exact account of the loss is not recorded. Captain Lord Aubery Beauclerk was killed in this encounter.

On the 24th, Captain Hemmington, in the Princess Amelia, with the 50-gun ship Lichfield, and 20-gun ship Shoreham, Captains Knowles and Boscawen, were ordered in to attack the battery on the Baradera side, which had before been taken; and at the same time Captain Watson, having under his orders Lieutenant Arthur Forrest, was sent with a party of sailors to effect a landing, which he did, and passing over the neck of land, burnt a sloop in the harbour. The land forces having by this time succeeded in making a breach in Fort St. Louis, which it was determined to storm, Vice-Admiral Vernon ordered that, at the same time, a party of seamen should land on the Baradera side, in order to distract the enemy's attention. Accordingly, on the afternoon of the 25th, Captain Knowles, at the head of the seamen, landed, and drawing up his party near the fascine battery, soon attracted the attention of the besieged to that side.

At five o'clock General Wentworth gave the signal for the attack—the breach was stormed and carried, with the loss of only one man. The confusion into which the Spaniards were thrown by this successful and unexpected assault being observed by Captain Knowles, he, with his sailors, rowed close up to Fort St. Joseph, and landing, stormed, and carried it with very little trouble. Leaving Captain Cotes in charge of this fort, Captain Knowles, with Captain Watson, then proceeded to the entrance of the harbour, and getting inside the boom, boarded and captured the 70-gun ship Galicia, with her captain on board, before they could find time to take out a plug by which she was to have been sunk. The boom was next destroyed, and thus were the principal obstacles to the advance of the fleet and the total destruction of Carthagena removed. But sickness among the

troops, and ill-temper among the land and sea commanders, lost the reward for which they had so long toiled. The want of unanimity, which characterised every subsequent proceeding, led to the most fatal results. On the 30th of March the fleet entered the harbour, and the Spaniards, on observing its approach, abandoned such forts as they knew were not tenable, and sank their two remaining ships of war. Here the success terminated, for the troops being repulsed with great loss at Fort Lazar, it was resolved to raise the siege, which on the 14th of April was accordingly done.

Vice-Admiral Vernon determined, on the 16th of April, to send in the *Gallicia*, fitted as a floating battery, to anchor off the city and attack it, which was performed with much gallantry by Captain Daniel Hore. After cannonading the town for five hours, the *Gallicia* was reduced to a wreck by the fire from the batteries, and, having then cut her cable, with the sea breeze succeeded in getting out from among the shoals, with the loss of six killed and fifty-six wounded. That Vice-Admiral Vernon was blameable for the failure of this expedition, is proved by this fruitless attack. Where the *Gallicia* went, the fleet might have been conducted, and there can be no doubt that had the co-operation of the fleet and seamen been afforded, the attack on Fort Lazar would have succeeded and the town of Carthage have fallen. The troops were reduced by sickness and casualties to 3000 men.

Vice-Admiral Sir Chaloner Ogle, who had succeeded to the West-India command, determined on attacking the forts on the Caracca coast, and on the 18th of February, Commodore Knowles, having been despatched thither, arrived off La Guira with a squadron of ten ships for that purpose.

The squadron stood in for La Guira, led by the *Burford*, and commenced the attack at noon. La Guira was protected by powerful batteries, and, owing to the shallowness of the water, the position taken up by the squadron was nearly a mile distant from them. In addition to this great disadvantage, a heavy swell set into the roadstead, which rendered it difficult for the ships to point the guns properly. The Spaniards worked their guns very well, and, by means of red-hot shot, set the ships on fire. Notwithstanding these untoward circumstances, the houses and churches were greatly damaged, and the batteries also. At 4h. p.m. the fire of the batteries was beginning to slacken, when a shot cut the *Burford's* cable, and before that ship could let go another anchor, she fell foul of the *Norwich*, driving her, and also the *Eltham*, out of the line. The current carried these ships out of range of the batteries before they could bring up again, and, encouraged by this disaster, the enemy renewed their fire upon the remaining ships. The

mortar vessel committed great havoc in the town, throwing a shell into a magazine; but night coming on, and the ships being greatly shattered, the commodore gave orders for discontinuing the bombardment, and next morning proceeded to Curacoa to refit.

The loss sustained in this well-conducted but disastrous attack was very severe—ninety-seven killed and 308 wounded.

Undaunted by the unfortunate issue of this expedition, Commodore Knowles, being reinforced by some Dutch volunteers, resolved to attack Porto Cavallo. On the 20th of March he sailed from Curacoa, but did not reach the Keys of Barbaret until the 15th of April. His squadron was the same as that already particularised, with the exception that Captain Richard Watkins now commanded the *Burford*, and Captain Philip Durell the *Eltham*, and that the *Otter* and *Comet* were not included. The Spaniards had strengthened the place by every means in their power, and had moored a 60-gun ship, and another of forty guns, close over on the north shore. A large ship was also prepared, chained to the shore, to sink, if necessary, at the entrance of the harbour. Several new batteries were also erected.

Upon reconnoitring all these preparations, the commodore perceived that these batteries might be flanked, and that by obtaining possession of them he could use them against the Spaniards, whereupon a plan was devised for attacking them. The *Eltham* and *Lively* were sent to cannonade the batteries, which they silenced at sunset. As soon as it was dark, a party to the number of 1200, consisting of the Dutch volunteers, all the marines, and 400 seamen, landed, accompanied by Commodore Knowles in person, but the whole returned to the ships without having effected anything. On the 24th the commodore resolved to make another attempt with the ships, and the squadron proceeded in; but nothing was effected beyond a vast expenditure of ammunition, and the loss of 200 men killed and wounded.

CHAPTER VI.

1744—1748.

WAR AGAIN WITH FRANCE—ACTION OFF TOULON—ANSON'S BATTLE WITH JONQUIERE—FOX CAPTURES FORTY-EIGHT MERCHANT MEN—BATTLE OFF CAPE FINISTERRE—ACTION IN THE WEST INDIES.

ON the 21st of March, 1744, France declared war against England; and, on the 31st, England issued a counter declaration against that country.

The war commenced under favourable circumstances to

England, since she had a large fleet and a great number of talented officers at command. In the Mediterranean, Admiral Matthews commanded a fleet of twenty-seven ships of the line, nine of fifty guns, and twelve of forty guns and less. The French Government had despatched to the Mediterranean a fleet of eleven sail of the line and ten frigates to reinforce the Spanish fleet in Toulon.

On the 9th of February, the French fleet having effected the junction, the Franco-Spanish fleet, numbering in all twenty-eight sail of the line, including three of fifty guns, appeared outside Toulon, where the British fleet, which had been lying at anchor in Hyérès Bay, got sight of them. The two fleets spent that day, and all the next, in manœuvring, but on the 11th, Admiral Matthews, fearful of being drawn through the Straits of Gibraltar, made the signal for action.

At the time Admiral Matthews made the signal for action, his vice-admiral was unavoidably five miles astern, but endeavouring under all sail to close. The combined fleet were under easy sail, and the ships' heads to the southward on the starboard tack; the French in the van. At 1h. p.m., the 90-gun ship *Namur*, bearing the admiral's flag, had arrived abreast the *Royal Philip*, a ship mounting 114 guns, bearing the Spanish Admiral Navarro's flag, and Rear-Admiral Rowley, in the *Barfleur*, was shortly afterwards abreast the 74-gun ship *Terrible*, bearing the French admiral's (M. De Court's) flag. At 1h. 30m., the *Namur* (and the example was quickly followed by the *Barfleur*) bore down upon the enemy. The *Marlborough* also, being next astern of the *Namur*, gallantly bore up out of the line, and brought the *Royal Philip* to close action. The few other ships which, in very proper disregard of the admiral's signal for the line of battle, bore up and engaged the enemy, were the *Norfolk*, *Princessa*, *Bedford*, *Dragon*, and *Kingston*; the *Barfleur* was gallantly supported by the *Princess Caroline* and *Berwick*, which latter ship made a prize of the Spanish 74-gun ship *Poder*.

The wind was so light and variable, that the ships could with difficulty keep clear of each other; and the action was therefore, for a time, fought at close quarters. The *Namur* and *Marlborough* soon reduced the *Royal Philip* to a wreck; and succeeded in beating her supporters out of the line. In the heat of the action Captain Cornwall, of the *Marlborough*, had both legs carried off by a shot, and soon afterwards died; when the command of that ship devolved on Lieutenant Frederick Cornwall, cousin of the captain, who nobly supplied his place, but soon after lost his right hand. Although the *Marlborough* was in the most perilous situation, and had only her foremast standing, none of the ships astern appeared at all

desirous of assisting her, but continued firing distantly upon the Spanish ships. The Royal Philip lay close by her, equally disabled, but still having her colours flying; and although a fresh ship must in a short time have compelled her surrender, no such was sent. Admiral Matthews, however, thought fit to try the old expedient of a fire-ship upon the Spanish admiral.

He accordingly made a signal for the boats of such ships as were near to tow the Marlborough clear, and at 4h. 30m. p.m., the Anne, galley fire-ship, crowded all sail and endeavoured to close the Royal Philip. As the Anne, Captain Mackay, neared the Spanish ship, the attention of the fleet was attracted towards her. The little vessel boldly pursued her way—a target for every ship which could bring a gun to bear upon her. Finding his people to be dropping fast from the enemy's fire, Captain Mackay ordered the principal part of the men into the boat towing astern, and took the helm himself; but the Spanish guns were pointed with much precision, and it soon became evident that the galley was sinking. A Spanish launch, full of men, was sent to tow her clear of the Royal Philip, and shortly afterwards the fire-ship was seen to blow up with all on board, having, it is supposed, been set on fire by a shot; one man only, exclusive of those in the boats astern, was saved.

These appear to have been the principal events of this encounter; which, whether for want of skill in the disposition of the attack, or (with two or three honourable exceptions) in the execution, stands on record as one of the few actions of which Englishmen need be ashamed. A great deal was written on both sides, one tending to exculpate and others to inculpate Vice-Admiral Lestock, who, it is stated, did not do his utmost to join the Admiral's division. However, Admiral Matthews made a fruitless attack; and Vice-Admiral Lestock, on his court-martial, was able to adduce proof sufficient for his honourable acquittal, that the calms and baffling light airs which prevail in that part of the Mediterranean precluded him from taking his share in the action.

The loss to the British on this occasion fell principally on the Marlborough. In the engagement that ship lost, besides her captain, Robert Cotton, master, Captain Godfrey, of the marines, and forty seamen and marines killed; Lieutenant Frederick Cornwall and 120 seamen and marines wounded, twenty of whom died of their wounds. The admiral's ship, *Namur*, had eight men killed, and Captain John Russell (with the loss of the left arm, of which he shortly afterwards died), and eleven men wounded. The *Barfleur* had twenty-five men killed (five by the bursting of a gun), and twenty wounded. The *Princess Caroline*, eight killed and twenty wounded; and the *Norfolk*, nine killed and thirteen wounded. The *Poder*

was, on the succeeding day, destroyed to prevent her from falling into the hands of the enemy. The loss to the Spaniards is estimated at 1000 men killed and wounded, and a French work asserts that 700 wounded men were landed from the Spanish ships at Port Mahon. Courts-martial were successively held upon Vice-Admiral Lestock, who was, however, acquitted, and Admiral Matthews, who was cashiered; also upon four captains, all of whom were dismissed the service.

In 1747 information was received by the British Government that two powerful expeditions had been fitted out by the French for the purpose of prosecuting their designs in the East Indies. A fleet of fifteen battleships was put under the command of Vice-Admiral Anson, with instructions to endeavour to intercept them.

Anson sailed from Plymouth on the 9th April, and cruised off Cape Finisterre until the 3rd May, on which day a French fleet of thirty-eight sail, commanded by M. De la Jonquiere, was discovered. On observing the British, the French admiral, being to leeward, with the wind at north-east, formed a plan which, but for the able suggestions of Rear-Admiral Warren, might have enabled the greater part of his fleet to escape. Nine of their largest ships shortened sail, and formed a line of battle, while the remainder, and subsequently the nine ships also, made all sail to the westward. The signal was then made for a general chase; and at about 4h. p.m. the *Centurion*, having gained on her companions, arrived up with the rearmost French ship and commenced the action in the most gallant manner, and with such effect that two large ships dropped astern to the support of their consort. The *Namur*, *Defiance*, and *Windsor*, however, soon after arriving up to the support of the *Centurion*, a general action ensued between these and five of the French ships. The *Centurion* having had her main-topmast and fore-topsail yard shot away, and five feet water in the hold, dropped astern; but Captain Denis, with commendable celerity, repaired the damages, and persevered in following the enemy, which he a second time brought to action. The *Devonshire* and *Bristol* having arrived up, the *Sérieux* surrendered; but without waiting to take possession of the vanquished ship, the *Devonshire* pushed on for the *Invincible*, which ship had already been engaged by and had suffered much from the fire of the *Namur*.

Being ably supported by the *Bristol*, the *Invincible* also struck, but afterwards rehoisted her colours, and again hauled them down on the arrival of the *Prince George*. The *Bristol* brought to action the *Diamante*, which struck at 6h. 30m. p.m., and eventually the whole squadron surrendered. The names of the French captured ships were—*Sérieux*, sixty-six guns, 536

men, the commodore's ship; *Invincible*, seventy-four, 700 men; *Diamante*, fifty-six, 450 men; *Jason*, fifty-two, 355 men; *Rubis*, fifty-two, 328 men; and *Gloire*, forty-four, 330 men. There were also four armed ships belonging to the French East-India Company—the *Apollon* and *Philibert*, of thirty guns; and *Thetis* and *Dartmouth*, twenty guns. In the heat of the action Captain Thomas Grenville, of the *Defiance*, was killed, and Captain Boscawen badly wounded in the shoulder. The loss of men amounted to 520 killed and wounded.

Vice-Admiral Anson was created a peer, and received the personal thanks of his sovereign; and Rear-Admiral Warren, whose spirited exertions did much towards bringing about the successful issue, was honoured with the military order of the Bath. All the ships of war, and the *Thetis* Indiaman, were purchased into the navy. The name of the *Sérieux* was changed to that of *Intrepid*, and that of the *Diamante* to *Isis*.

Commodore Fox was despatched, simultaneously with Vice-Admiral Anson, in command of six men-of-war. The design of this squadron was to intercept the French West-India homeward-bound fleet, under convoy of four ships of war. On the 20th June Commodore Fox obtained sight of the expected fleet off Cape Ortugal, in all 170 sail of ships, and sail was made in pursuit. The French ships of war, however, being fast-sailing ships escaped; but forty-eight sail of merchant ships, whose united tonnage amounted to 16,051 tons, and crews to 1197 men, were captured by the British squadron.

On the 9th of October, a squadron, under the command of Rear-Admiral Hawke, sailed from Plymouth, consisting of fourteen men-of-war. The object was to effect the destruction of a fleet of merchant ships in Basque Roads, lying under the protection of a strong squadron of ships of war. The French squadron, however, under the command of M. de Letendeur, had sailed from Ile d'Aix on the 6th October, in charge of the convoy.

Early in the morning of the 14th of October, when off Cape Finisterre, with a fresh wind at east-south-east, the squadrons got sight of each other. Hawke immediately made all sail to close the enemy, then on the weather-bow in the south-east quarter, and at 10h. a.m. had neared sufficiently to make out several large ships, upon which he deemed it prudent to form a line of battle. The French commodore, on the other hand, had hitherto considered the British squadron as a portion of his own convoy, which had separated from him in the night, and edged away to close them, but on discovering his error, instantly ordered the merchant ships and transports, under the charge of the *Content*, sixty-four, and frigates, to make the best of their way, while he, with the above-named ships, drew into a line ahead to meet the enemy.

The *Intrépide*, *Trident*, and *Terrible* formed the French van; the *Tonnant* and *Monarque* the centre; and the *Severn*, *Fougueux*, and *Trident*, the rear. But Hawke soon observing that the design of the French commodore was to cover the escape of his convoy to windward, hauled down his signal for a line of battle, and threw out another for a general chase; and in half an hour afterwards to engage the enemy. The *Lion* and *Princess Louisa* took the lead in the pursuit, and at 11h. 45m. the former opened her fire; but in his eagerness to reach the van of the enemy, and so retard their escape, Captain Scott exposed his ship to the fire of the whole French squadron. These ships were soon joined by the *Tilbury*, *Eagle*, *Windsor*, *Monmouth*, *Yarmouth*, and *Edinburgh*, and the action became general. The *Severn* struck to the *Devonshire*; but Hawke pushed on, leaving the prize to be taken possession of by his frigates.

He was, however, unfortunately deterred from his intention of engaging the *Tonnant* by the *Eagle*, which ship, in a disabled state, fell on board the *Devonshire*, and both ships were placed *hors de combat* for some time. To add to this disaster, the breechings of the *Devonshire*'s guns broke. In this situation, the *Tonnant* closed and engaged the *Devonshire*, and but for the timely arrival of the *Tilbury*, she might have fared badly; but having replaced the fittings of her guns, the *Devonshire* was soon in a condition to recommence the action, and succeeded in getting alongside the *Trident* and *Terrible*, both which ships struck at 7h. p.m. The *Neptune* struck to the *Yarmouth*, after having lost her captain, and 200 of her crew killed and wounded, and being dismasted. Three other ships, the *Monarque*, *Fougueux*, and *Severn*, struck at 5h. p.m.

Towards the conclusion of the action, the *Intrépide* and *Tonnant*, after having behaved most gallantly, endeavoured to effect their escape; which intention being perceived by Captain Saunders, of the *Yarmouth*, that officer determined on preventing it, if possible; and accordingly hailed the *Eagle* and *Nottingham* to join in pursuing them. The three ships immediately made all sail in chase; but, except the *Nottingham*, they could not get near enough to bring them to action. The *Nottingham*, having the lead, might have succeeded in retarding their escape, but Captain Saumarez being mortally wounded, the commanding officer relinquished the chase, so that these two ships escaped into a French port. As the night closed in Rear-Admiral Hawke recalled the ships of his squadron, and, deeming it impracticable to overtake the convoy, discontinued the further pursuit.

The loss to the British in this action amounted to 154 killed, including the gallant Captain Philip Saumarez, and 558 wounded.

The loss to the French was two 74-gun ships, one of seventy, two of sixty-four, and one of fifty-six guns all of which, except two, were wholly dismasted; and the loss in men is estimated at about 800 killed and wounded. As much time was necessarily occupied in refitting their prizes, they did not reach Plymouth until the 31st of October. Seven ships of the convoy shortly afterwards fell into the hands of Captain Peter Denis, in the *Centurion*.

In this action Captain Fox, of the *Kent*, having been thought to have neglected his duty, a court-martial was held upon him; but it being proved that the fault in question arose principally from a misunderstanding of the signals made, Captain Fox was acquitted of the main charge, but dismissed his ship.

British cruisers and privateers were this year (1747) very successful, and the following is a summary of the respective gains and losses. British vessels captured by the Spaniards, 131; by the French, 420; taken by the British—Spaniards, 91; French, 556. The Spanish and French prizes were many of them very valuable, while those captured from the British were for the most part of small value.

In the West Indies this year a Spanish squadron, under Admiral Reggio, was defeated by Rear-Admiral Knowles. This action was preceded, on the 8th of March, by an attack upon Port Louis, Hispaniola, in which, though the reduction of the place was achieved, it was severely bought, no less than seventy men being killed and wounded in the squadron. Among the former was Captain James Rentone, of the *Strafford*. The rear-admiral shortly afterwards attacked St. Jago de Cuba, but was beaten off with loss. This failure was attributed to Rear-Admiral Knowles, and his after success did not entirely remove the remembrance of his previous failure.

The squadron was manned with 2900 men.

The Spanish squadron also consisted of seven ships, but larger, and their crews numbered 4150.

On the 1st of October, these squadrons met half-way between the Tortugos and Havannah; and the Spanish admiral being to leeward, formed a line, and awaited the British attack. Owing to the bad sailing of the *Canterbury* and *Warwick*, the action was commenced upon unequal terms. At a little past 2h. p.m., the *Cornwall* having arrived within musket-shot of the 74-gun ship *Africa*, bearing the flag of Vice-Admiral Reggio, a spirited action ensued. The Spaniards firing high, quickly disabled the *Cornwall*, which ship having had her main-topmast and fore-topsail-yard shot away, dropped out of the line. The *Lenox* then took the *Cornwall*'s place, and maintained the action with great spirit; when the Spanish ships closing round their admiral, rendered the situation of the *Lenox* very critical.

The *Lenox* was, however, soon supported by the arrival of the *Canterbury* and *Warwick*, and the action became general and continued till 8h. p.m., when the Spaniards commenced a retreat.

The crew of the *Cornwall* having refitted their ship, she was again in a condition to renew the action; and the *Conquestadore*, seventy-four, having been likewise disabled, and much astern of her squadron, was the object of her renewed attack. The *Cornwall* opened so animated a fire upon her that her captain and most of her officers being killed, with a great many of her men, she struck, and was taken possession of. The British rear-admiral having collected his squadron, made sail in chase of the Spaniards, but the pursuit was not prosecuted with vigour. But chance added to his success, for, two days afterwards, the squadron fell in with the *Africa*, which, having been dismasted soon after the chase was given up, had anchored in distress a few leagues from the Havannah. The Spaniards, on the approach of the British, took to their boats, after setting her on fire, and she blew up before possession could be taken. Captain Don San Justo, of the *Conquestadore*; Don Quitana, second captain of the *Africa*; and Don Garrecocha, captain of the *Galga*, and eighty-six men, were killed; and the vice-admiral, fourteen officers, and 197 men wounded. On board the British squadron, fifty-nine men were killed and 120 wounded; but no officer is named among the number.

Great discontent having prevailed in the squadron respecting the mode of attack pursued by the rear-admiral, a court-martial was assembled on his arrival in England; and the Court having heard the arguments were of opinion that he was guilty of negligence in not having shifted his flag to a fresh ship when the *Cornwall* was disabled, and for not bearing down on the Spanish squadron, as he might have done, with more effect; and therefore adjudged him to be reprimanded.

The peace of Aix-la-Chapelle put an end to further hostilities. The following is a summary of results:—

BRITISH GAIN.

Ships captured from the Spaniards.....	1,249	
" " French	2,185	
		———— 3,434

BRITISH LOSS.

Ships captured by the Spaniards.....	1,360	
" " French.....	1,878	
		———— 3,238

Balance in favour of the British..... 196

The above is the mode in use by the earlier naval historians; but it is a method not at all suited to convey a correct notion of the subject, since, as in the case of the Spanish captures

made, the value of one of their ships was more than equivalent to twenty of the majority of those lost to the British. The gain to the British during this war is estimated by Dr. Beatson at two millions sterling.

CHAPTER VII.

1748—1762.

THE "SEVEN YEARS'" WAR—BATTLE AT MINORCA—ENGAGEMENTS IN THE WEST INDIES—BATTLE OFF CAPE DE GATA—HAWKE'S ENGAGEMENT AT RHÉ—ENGAGEMENT IN EAST INDIES—EXPEDITIONS AGAINST ST. MALO AND CHERBOURG—SIEGE OF LOUISBOURG—BATTLE OFF BARBARY SHORE—BATTLE OFF CEYLON—BATTLE OFF BELLEISLE—ACTION IN THE NORTH OF IRELAND—ENGAGEMENT IN WEST INDIES—ACTIONS OFF CADIZ, VIGO, AND GIBRALTAR—CAPTURE OF HERMIONE—PEACE.

THE terms of the peace concluded in 1748 had been so frequently infringed by French ships, that it became at length necessary to retaliate. Accordingly, fleets were fitted out, and the command of one being given to Vice-Admiral Boscawen, he was ordered to proceed to North America, to counteract the measures of a French fleet under M. De la Motte. Although war was not formally declared, the warlike preparations of the French plainly evinced their hostile designs upon the British North American colonies. Boscawen's orders were, to protect the British possessions and to attack the French squadrons wherever he found them. These instructions were not, however, given secretly, for they were communicated to the French Ambassador at London, who conveyed them to the French King, upon which the latter replied, "that the first gun fired on the sea in a hostile manner should be held equivalent to a declaration of war."

Boscawen fulfilled his instructions to the letter. On the 6th of June, 1755, being near the entrance to the Gulf of St. Lawrence, he fell in with four sail of the line, which had parted from M. De la Motte in a gale of wind. On the 8th, at noon, after a chase of forty-eight hours, the 60-gun ship *Dunkirk*, Captain the Hon. Richard Howe, arrived up with the French 64-gun ship *Alcide*. After some little preliminary hailing, the *Dunkirk* opened so furious a cannonade, that on the approach of the *Torbay* the French ship struck her colours. The 64-gun ship *Lys*, armed *en-flûte*, was also captured; but owing to a fog the third escaped.

In 1756 war was formally declared; by the English on the 17th of May, and by the French on the 16th of June.

Although the British Government had received intelligence of an extensive armament fitting out at Toulon to attack

Minorca, no steps were taken for its defence, until the clamours of the people drove ministers to order the equipment of a fleet for that purpose. A fleet was appointed, but instead of its being of a description suited to obtain command of the Mediterranean, it consisted of ten sail of the line only, wretchedly prepared. The most unaccountable negligence was observable in manning this fleet; for being ordered to convey a reinforcement of troops to Gibraltar and Minorca, the marines were ordered to be landed to make room for troops, and thus the proper complement of each ship was materially diminished. The fleet should have sailed early in the year, but delay followed delay, and the remonstrances of the admiral were unheeded. The crews were incomplete by several hundreds of men, yet they might have been filled up in a day had the order been given to draft men from ships lying in comparative idleness.

On the 6th of April the squadron sailed; it consisted of ten sail of the line, and although the admiral petitioned for only two or three frigates, one was denied him. On the 2nd of May the squadron, after having encountered much bad weather, arrived at Gibraltar, where Byng learnt the strength of the French squadron, and that it had already escorted a large body of troops to Minorca, and obtained possession of the whole island, with the exception of Fort St. Philip. The difficulty of throwing in succours then occupied his attention, but he determined to make the attempt.

On the 8th of May the British squadron sailed from Gibraltar, and on the 16th reached Majorca, where intelligence was received, fully confirming that which had been obtained at Gibraltar. At daybreak on the 19th, having had a fine wind during the preceding night, the fleet arrived in sight of Minorca, and the admiral despatched the *Phoenix* to reconnoitre Port Mahon, and ascertain the possibility of throwing supplies into Fort St. Philip, as also with a letter to General Blakeney, the commandant of the garrison. In the meanwhile the squadron made every effort to get inshore, but the appearance of the French fleet quickly changed the nature of the British admiral's movements. His first object was to strengthen his weakest-manned ships from the crews of the smaller vessels, and he converted the *Phoenix* into a fire-ship. Byng then stood towards the French fleet, which consisted of seventeen ships.

This well-appointed fleet was manned with 9552 men. Towards night, the French had neared the British squadron within a few miles, when they tacked, to obtain the weather-gage, but Byng possessing at that time this advantage, tacked also. The two fleets therefore continued working to windward all night, with light variable airs of wind, and at daybreak on the 20th they were not visible to each other. The *Defiance*, a little after

daybreak, captured a tartan containing a reinforcement of men from Minorca for the French fleet, and shortly afterwards the latter was discovered to leeward, but at so great a distance that it was 2h. p.m. before Byng considered it necessary to form his order of attack.

The signal was then made for the British squadron in two lines to bear away two points, and engage the enemy. Rear-Admiral West, whose division was leading, misinterpreting the signal, bore up *seven* points; and at 2h. 45m. p.m. the *Defiance*, in the most spirited manner, engaged the van ship of the enemy. The other ships of Rear-Admiral West's division engaged with equal gallantry, and the action soon became general with the British van, and the French van and centre. The French ships were under topsails only, with their main-topsails to the mast.

Byng, with his division, shortly afterwards bore up to the support of his rear-admiral; but the *Intrepid*, the last ship of the leading division, had not been long in action ere her foretopmast was shot away, and in a manner wholly unaccountable, threw the centre division astern of her into confusion. The loss of a foretopmast to a ship sailing with the wind on her quarter ought not to have been attended with any material consequences, and the only effect it would have had upon experienced seamen would have been that the ships astern would have passed the disabled ship *to leeward*, and have continued to close the enemy.

It is impossible to justify the proceedings of Admiral Byng, and the ships of his division. The *Intrepid* rounded to and threw all aback, but not before she was in such a position as to engage the ship opposed to her in the line with effect. The *Revenge*, the ship next astern, luffed up, in order to pass the *Intrepid to windward*, but did not in fact pass her at all, as she remained upon the *Intrepid's* weather quarter. The *Princess Louisa* and *Trident* were also brought to by the same cause, as well as the *Ramillies*, bearing the admiral's flag. The latter ship did not get into action at all, although her crew wasted much ammunition by firing when out of gun-shot; neither did the *Revenge*, *Trident*, *Culloden*, or *Kingston*. The division of Rear-Admiral West, which led, suffered most; and had the French not filled and made sail after about three hours' cannonading, his ships must inevitably have fallen into their hands.

The French squadron was vastly superior in weight of metal. The four 74-gun ships of the French fleet mounted 42-pounders on the lower deck, and the 64-gun ships, 36-pounders. The conduct of M. De Galissioniere, therefore, was surprising; for, with such ships, he ought to have captured every ship of the

British fleet. But this does not exonerate the British admiral, whose indecision is softened only by the severity of the penalty he paid.

Byng quitted Minorca and returned to Gibraltar, where he was soon afterwards superseded by Sir Edward Hawke. This unfortunate admiral was shot in Portsmouth harbour on the 14th of March, 1757, on board the 74-gun ship *Monarch*—an execution the severity of which was undoubtedly, under all the circumstances, extreme.

In 1757 Captain Arthur Forrest, of the 60-gun ship *Augusta*, belonging to the squadron on the Jamaica station, was despatched, in the month of October, to cruise off Cape François, where the French were assembling a fleet of merchant ships for Europe. Captain Forrest had under his orders the 64-gun ship *Edinburgh*, Captain William Langdon, and 60-gun ship *Dreadnought*, Captain Maurice Suckling. Rear-Admiral Cotes, the commander-in-chief on the station, had received intelligence relative to the force intended to convoy the fleet at Cape François, which led him to believe that the above ships would be found equal to cope with it; but M. De Kersaint, the French commodore, had been unexpectedly reinforced by the junction of several ships, and when Captain Forrest arrived off the port, was in command of eight ships manned with 3850 men, including many volunteers from the garrison and merchant ships.

With this force at his disposal, the French commodore had reason to believe he should be able to drive Captain Forrest from his station; and early in the morning of the 21st of October, or more probably on the night previous, put to sea, and stood off shore in search of the British squadron. At 7h. a.m. the *Dreadnought* made the signal for an enemy, and at noon the French squadron was in sight from the deck. Captain Forrest then made the signal for his captains, and on their arrival on the *Augusta*'s quarter-deck is said to have addressed them with—"Well, gentlemen, you see they are come out to engage us." Upon which Captain Suckling replied—"I think it would be a pity to disappoint them." Captain Langdon being of the same opinion, Captain Forrest dismissed them to their ships, and hoisted the signal for the squadron to make all sail to close the enemy.

Having a moderate breeze, the three British ships—the *Dreadnought* leading—at 3h. 20m. p.m. commenced the action with great spirit. The *Intrépide*, the headmost ship, was engaged with such vigour that, being much disabled in her spars, she dropped astern and fell foul of the *Greenwich*, her next astern. This accident caused such confusion that all the ships of the French squadron fell foul of each other and became

exposed to the fire of the British ships without the ability to return more than a few shot. The fight had continued two hours and a half when the French commodore, in the *Intrépide*, made the signal for one of the frigates to tow his ship out of the action, and the whole French squadron made sail to leeward. The British ships had suffered so much in their sails and rigging that it was found impossible to follow; and Captain Forrest was reluctantly compelled to return to Jamaica to repair damages.

In this gallant engagement the *Augusta* had her first lieutenant and eight men killed, and twelve dangerously and seventeen slightly wounded; all her masts, sails, rigging, and boats received considerable injury. The *Dreadnought* had nine killed, and twenty dangerously and ten slightly wounded. She lost her main and mizen-topmasts, and mizen-yard, and every mast and yard was greatly injured, except the foretopmast and foretopsail-yard; she also received a great many shot in her hull. The *Edinburgh* lost only five in killed, and thirty wounded; but her masts, yards, and sails were greatly damaged, and she had several shot in her hull. The French loss is stated to have amounted to near 600 killed and wounded. The *Opiniâtre* was dismasted, and the whole much disabled; but during the unavoidable absence of Captain Forrest, the French commodore speedily repaired his damages and made his escape from Cape Francois.

On the 24th of November, Captain Forrest, in the *Augusta*, was despatched by Rear-Admiral Cotes to cruise off Gonave for two days. He proceeded up the bay between the islands Gonave and Hispaniola, with a view to cut out a rich fleet, under convoy of two armed merchant frigates. The day after parting company from the admiral, he stood inshore, and disguised his ship with tarpaulins, and hoisted Dutch colours. At 5h. p.m. seven sail were seen standing to the westward; but in order to avoid suspicion, the *Augusta* made sail away from them until dark, when all sail was crowded in pursuit. At 10h. p.m. two ships were seen ahead, one of which fired a gun, and the other made sail inshore for Leogane Bay. Shortly afterwards eight sail were seen to leeward, close under Petit Guave.

The *Augusta* was very soon alongside the ship which had fired the gun, when Captain Forrest hailed the stranger and cautioned her captain, on pain of being sunk, not to give the smallest alarm; at the same time the lower-deck ports were opened, to carry out the threat into execution. The ship submitted without opposition, and having taken her crew out, Captain Forrest put a lieutenant and thirty-five men into the prize, with directions to stand in for Petit Guave to intercept any of the ships which might make for that port. The *Augusta*

then made sail after the body of the convoy, and by dawn of day was in the midst of them, firing at all in turns. The French ships returned an ineffectual fire for some little time; but three of the largest having struck, they were employed by Captain Forrest to pursue the remainder. Only one small snow escaped; and thus, by the able measures of Captain Forrest, this valuable convoy, consisting of nine ships, the united tonnages of which amounted to 3070, carrying 112 guns and 415 men, fell into his hands. Their value was very considerable.

Scarcely a week passed without some action occurring in the Channel between French privateers and British cruisers. More than forty were captured this year by the British men-of-war alone, independent of those taken by privateers.

On the 28th of February, at daybreak, the Mediterranean fleet, commanded by Admiral Henry Osborn, being off Cape de Gata, came in sight of four large ships to leeward. From their not answering the private signal, the admiral directed several ships to go in pursuit. The strangers, on perceiving the British fleet, separated, each steering a different course. At about 7h. p.m. the 64-gun ship *Revenge*, Captain John Storr, having overtaken the ship she was chasing, commenced action, and for half an hour continued a close and spirited cannonading. The 64-gun ship *Berwick*, Captain Robert Hughes, having arrived up, and fired a broadside, the stranger, which proved to be the French 64-gun ship *Orphée*, surrendered. The *Orphée*, out of a crew of 502 men, had twenty-one killed and eighty-nine wounded. The *Revenge* suffered more severely in consequence of the heavier metal of the French ship, and had thirty-two men killed and fifty-four wounded; among the latter were Captain Storr and Lieutenant Edward Mountford.

The 74-gun ship *Swiftsure*, Captain Thomas Stanhope, and 64-gun ships *Monmouth* and *Hampton Court*, Captains Arthur Gardiner and Hon. A. J. Hervey, pursued the larger sail, which was the 84-gun ship *Foudroyant*. At 8h. p.m. the *Monmouth* having run her consorts out of sight, got up with the chase and commenced the action. Captain Gardiner was among the earliest wounded, but his hurt was in the arm, and not considered by him to be of consequence sufficient to cause him to go below. Having succeeded in knocking away some of the *Foudroyant's* spars, the *Monmouth* got close under her starboard quarter, and for four hours maintained the unequal contest. At 9h. p.m. Captain Gardiner was mortally wounded in the forehead by a musket-ball, and the command of the ship devolved on Lieutenant Robert Carket, who continued to fight the ship with the most exemplary courage and skill. At a

little past nine the Monmouth's mizenmast was shot away, upon which the French crew gave three cheers; but this was soon afterwards followed by the Foudroyant's mizenmast, when the British sailors returned the compliment, and shortly afterwards the British crew had the gratification to witness the fall of the French ship's mainmast.

The action continued with unabated vigour till 12h. 30m. a.m., and the Foudroyant's fire had ceased. The Swiftsure arriving up, Captain Stanhope hailed the French ship to ask if she had struck; and being answered by a volley of musketry and a few guns, the Swiftsure opened fire, but before the second broadside the French ship surrendered. M. Du Quesne, the captain of the Foudroyant, presented his sword to Lieutenant Carket, thus awarding the honour of capture to the Monmouth. The loss of the Monmouth in this most gallant and meritorious action amounted to the captain and twenty-seven killed, and seventy-nine wounded, and the Foudroyant had 190 killed and wounded. The armament of the Foudroyant consisted of long 42-pounders on the lower deck, and 24-pounders on the main deck; while that of the Monmouth was only 24-pounders on her lower deck, and 12-pounders on the main deck, so that the comparative broadside weight of metal stood thus:—

Monmouth, 540 lbs.

Foudroyant, 1136 lbs.

When the disparity above shown, and the difference in tonnage and number of men are taken into consideration, the above encomium will scarcely be found unmerited. Captain Gardiner was Admiral Byng's captain in the Ramillies, but on the court-martial stated that the admiral directed every movement. Had it been otherwise, we have a right to suppose that the man who thus, single-handed, brought to action so formidable an enemy, would not have suffered an eager ship's company to fire their guns at the air.

The Foudroyant was for many years the finest ship in the British navy. She exceeded the largest British first-rate in length by twelve feet, and measured 1977 tons. All her guns abaft the mainmast were brass. The Monmouth, in the action, expended eighty barrels of powder (near four tons), 1546 round shot, 540 grape, and 156 double-headed shot. Admiral Osborn was so much pleased with the capture of the Foudroyant that he most deservedly promoted Lieutenant Carket to the command of that ship.

On the 3rd of March, Admiral Sir Edward Hawke sailed from Spithead, with a squadron of seven sail of the line and three frigates, destined for the attack of a French squadron at the Isle of Aix, which had assembled there for the purpose of convoying a large fleet of transports to the French American colonies. Sir Edward arrived off the Isle of Rhé on the 3rd

of April, and next evening discovered the enemy's squadron off the Isle of Aix, consisting of one ship of seventy-four guns, and four 64-gun ships, besides six or seven frigates and forty transports, having on board 3000 troops. Hawke immediately made the signal for a general chase, and stood inshore; but at 5h. p.m. the enemy's ships were observed to have cut, and slipped their cables, and to be running on shore. There not being sufficient water to allow the squadron to follow, and night coming on, the signal was made to anchor. On the morning of the 5th, the French ships were discovered aground, and almost dry, about four miles distant, many of the ships of war, and most of the merchant ships, on their broadsides. Attempts were made to destroy the shipping, but except landing a party of marines on the island, who destroyed some new works erected there, the attempts were unattended with any great success. The injury occasioned by driving the ships on shore, delayed the French expedition, and facilitated the conquest of Cape Breton.

On the 29th of April an action was fought off Negapatam, in the East Indies, between the British and French squadrons, commanded respectively by Vice-Admiral Pocock and the Comte d'Aché. The British squadron consisted of seven ships.

The French squadron consisted of one ship of seventy-four guns, one of sixty guns, one of fifty-eight, two of fifty, two of forty-four, and one frigate; and their loss is reported to have been 162 killed and 360 wounded. The loss sustained on board the British ships was as follows:—Yarmouth, seven killed, thirty-two wounded; Elizabeth, three killed, eleven wounded; Tiger, four killed, twelve wounded; Weymouth, three wounded; Cumberland, seven killed, thirteen wounded; Salisbury, eight killed, sixteen wounded; Newcastle, two men wounded. The Cumberland received so much injury in the action that it was found necessary to reduce her armament by ten guns. The escape of the French squadron having been attributed to the conduct of some of the British commanders, Captains Legge, Vincent, and Brereton were tried by court-martial, when the former was cashiered, and the two latter dismissed their ships.

An expedition against St. Malo, under the Duke of Marlborough and Commodore Howe, sailed on the 1st of June. The result of the first attack was the destruction at Solidore of one 32-gun frigate, four ships of twenty guns, one of twelve guns, two of sixteen guns, and twelve merchant ships and sloops ready for sea, and one 30-gun ship building; and at St. Servan, a ship of fifty guns, on the stocks, one of thirty-six guns, one of twenty-two, one of eighteen guns, and sixty-two merchant ships and small craft, were destroyed; together with large storehouses

and stacks of timber. The damage done was estimated at £800,000. The land forces re-embarked at Cancale Bay on the 10th of June, and a descent was intended to have been made near Granville, but it was afterwards laid aside, as well as a projected landing at Cherbourg.

Commodore Howe's fleet returned to Spithead, and having been reinforced by the 60-gun ship *Montagu*, amounted to twenty-five sail of ships of war, principally frigates and small vessels, and near 100 sail of transports. The expedition sailed again on the 1st of August, expressly to attack Cherbourg, and on the 6th arrived off that port. The French had meanwhile strengthened their works by throwing up batteries, in anticipation of the attack. Early in the morning of the 7th the fleet moved to Marais Bay, about two leagues to the westward, where the frigates and smaller vessels were anchored close to the shore, to cover the landing of the troops. These vessels opened so warm a cannonade on the enemy's intrenchments that the troops quitted, and fled for shelter to an adjoining wood, from which they were also dislodged by the bomb-vessels, which threw pound balls from the mortars. The British troops, therefore, in four divisions of boats, conducted by Captains Robert Duff, Joshua Rowley, Jervis Maplesdon, and William Paston, effected a landing in the afternoon with very little opposition or loss. The piers at the entrance of the harbour were destroyed, all the batteries and magazines demolished, and upwards of 200 pieces of ordnance brought away or destroyed. The army re-embarked, having sustained a loss of twenty killed and thirty wounded.

On the 25th of July, during the siege of Louisbourg by the British forces under Generals Amherst and Wolfe, the following very creditable performance fell to the share of the boats of the fleet under Admiral Boscawen. Two ships, the remnant of the French squadron, the 74-gun ship *Prudente*, and *Bien-faisant* of sixty-four guns, having severely galled the army during the progress of the siege, were ordered to be attacked; and accordingly, two boats from every ship, in each of which were a lieutenant and midshipman, were selected; the whole formed in two divisions, and placed in command of Commanders George Balfour and John Laforey. At midnight, the whole having previously assembled alongside the ships of Sir Charles Hardy's squadron, stationed off the mouth of the harbour, departed on their mission, and, aided by the foggy darkness of the night, entered the harbour unperceived either from the island battery or ships. The boats, after taking a circuit of the harbour, arrived within hail of the two ships, when the sentinels hailed and fired into them.

Commander Laforey's division then made for the *Prudente*,

and Commander Balfour's for the *Bienfaisant*; and after giving three hearty cheers, boarded in gallant style. In a short time both ships were in possession of the British sailors, with very slight loss. The cheers of the seamen soon convinced the besieged of the truth of what had occurred, and immediately a heavy fire of shot, shell, and musketry was opened upon the ships from the batteries; but this did not deter the captors from endeavouring to carry off their prizes. The *Prudente*, however, was fast aground, and it was therefore found necessary to set her on fire, which was accordingly done, her own boats and a schooner being left alongside as a means of escape for the prisoners. Having effected this service, Commander Laforey, with his division of boats, proceeded to the *Bienfaisant*, which latter ship was carried off triumphantly amidst a heavy fire from every gun which could be brought to bear upon her. The gallant leaders of the enterprise were immediately promoted to post rank.

The fleet sailed on the 24th of July for Gibraltar, to refit, leaving the 4-gun ship *Lyme*, Captain James Baker, to cruise off Malaga; and the Gibraltar, Captain William McCleverty, off Ceuta, to give notice of the approach of the French fleet should it leave Toulon. On the 17th of August the latter discovered the enemy close over on the Barbary shore, and immediately hastened to communicate their force to the British admiral. The French fleet, when seen by Captain McCleverty, was composed of fifteen sail, under M. de la Clue.

When the intelligence reached the British fleet the ships were very unprepared; but after great exertion they got to sea at 10h. p.m., and at 7h. a.m. on the 18th gained sight of seven sail to the westward. The British ships were much separated, the only ships near the admiral being the *Warspight*, *Culloden*, *Swiftsure*, *Intrepid*, *America*, *Portland*, and *Guernsey*. Vice-Admiral Broderick, with the remainder of the fleet, was many leagues astern. The French admiral, who in the night had parted from eight ships of his fleet, deeming the British to be the missing ones, stood towards them and made private signals, but, finding them unanswered, made all sail to escape. At 9h. Boscawen made the signal for a general chase. At this time the sternmost British ships, having a fine easterly breeze, were fast closing with the admiral. The French meanwhile were becalmed, and the British fleet, holding the breeze, were, at about 1h. 30m. p.m. fired at by the sternmost French ships. The enemy getting the breeze, the British chasing ships gained very little, and it was not until 2h. 30m. that the *Culloden*, the leading ship, was near enough to fire with effect upon the *Centaur*, the French rear ship.

The *Culloden* was soon supported by the *America*, *Portland*,

Guernsey, and Warspight; but just as the latter ships commenced firing, the wind died away, and they were unable to close the enemy. At 4h. Admiral Boscawen, in the *Namur*, having shot ahead of the other ships of the fleet, brought to action the *Ocean*, which bore the French admiral's flag, and a well-contested action of half an hour's duration ensued. At the expiration of this time the *Namur*, having had her mizen-mast and fore and main-topsail yards shot away, dropped astern out of the action. The French admiral, with all his ships except the *Centaure*, which was too much disabled, again crowded all sail to get away, but was closely pursued by the British. The *Centaure*, after a most determined and highly honourable resistance, having had her topmasts shot away, and her captain and 200 men killed, surrendered. Admiral Boscawen, having shifted his flag to the *Newark*, continued the chase all night.

At daylight on the 19th, only four sail were in sight, the *Souverain* and *Guerriere* having escaped during the night by altering their course. These four ships were embayed, and the British were not more than three miles astern, and only five leagues from Lagos. At 9h. a.m. the *Ocean* took the ground in the midst of the breakers; but the remaining three ships, less daring, anchored close inshore. The *Ocean's* masts fell shortly after her taking the ground, and the *America* having, by the admiral's orders, anchored very close to her and fired a few guns, the French colours were hauled down. She was then boarded by a boat from the *America*, and Captain Comte de Carne, and her remaining officers and crew (many having quitted the ship with M. de la Clue), being brought away, the ship, as it was considered impossible to get her off, was set on fire and totally destroyed. The *Warspight* anchored near the *Temeraire*, and, after a short action, compelled here to surrender. The *Modeste* was captured by Vice-Admiral Broderick's squadron, but the *Redoubtable*, having followed the *Ocean's* example, was also destroyed.

The loss on board the captured ships was very severe; among the number was the French admiral, whose gallantry and perseverance merited a better fate. Having been wounded in the leg, he was taken ashore, and died of his wound at Lagos. The British loss was fifty-seven killed and 198 wounded.

Admiral Boscawen received, in reward for his services, the appointment of General of Marines, with a salary of £2000 a year, and Captains Bentley and Stanhope were knighted. The *Centaure*, *Temeraire*, and *Modeste* were added to the British navy under the same names.

The British squadron, in the East Indies, under the command of Vice-Admiral George Pocock, consisted of ten sail.

The French squadron was discovered off Ceylon on the 4th September, and after an anxious chase for six days, a change of wind favoured the British, and gave Admiral Pocock an opportunity of engaging. The French squadron, commanded by the Comte d'Ache, in the *Zodiaque*, consisted of thirteen sail.

At 6h. a.m. on the 10th, the French squadron, in line ahead on the starboard tack, bore south-east, distant eight miles, the wind being about north-west, when the British fleet bore up in line abreast under easy sail, steering directly for the enemy. At 10h. the French squadron wore and came to the wind upon the larboard tack. The British fleet, having arrived within point-blank range of the enemy, also hauled to the wind on the larboard tack, thus losing the opportunity of bringing on a decided action, and giving the French the full advantage resulting from their heavier metal. The *Grafton* gallantly commenced the action by firing on the *Zodiaque*; but after a few broadsides, relinquished that ship to Admiral Pocock, and making sail ahead, attacked the *Vengeur*, until, to avoid the fire of the *Grafton*, that ship bore up out of the line. The *Grafton* then pushed on to the support of the *Tiger* and *Newcastle*, which ships were opposed to the *St. Louis* and *Duc d'Orleans*, and having driven the *St. Louis* out of the line, the British rear-admiral followed up his plan, and, until the conclusion of the action, was warmly engaged with the *Orleans* and *Minotaur*. Admiral Pocock continued to engage the *Zodiaque*, while the *Illustre* was opposed to the 50-gun ship *Salisbury*. The *Salisbury* being disabled, the *Sunderland* and *Weymouth* having got into action, attacked her late opponent.

Such was the nature of this action that the details serve only to create confusion; and it is sufficient to say that after a combat of six hours' duration, the French squadron bore up, and quitted the scene of action, leaving the British too much shattered to follow. The *Tiger* had her mizenmast and fore-topmast shot away, and the *Yarmouth* a fore-topsail yard; and the sails and rigging of all were very much damaged. The loss in killed and wounded on board the British ships was severe, and affords a tolerable proof of the weight of the French ships' shot. The number killed, and who died of their wounds, was 184; 122 dangerously and 263 slightly wounded. The French loss was estimated at 1500 killed and wounded; and had the action been fought at close quarters it is probable there would have remained to Admiral Pocock one or two trophies of a victory which, as it was, the French admiral claimed with about an equal right. The object of the French admiral was to avoid an engagement, and relieve Pondicherry, and this he was enabled to accomplish.

The British fleet blockading Brest consisted of twenty-seven men-of-war.

Sir Edward Hawke having been driven by stress of weather into Torbay, sailed from thence to resume his station off Brest on the 14th of November, and on the same day Admiral M. de Conflans put to sea with men-of-war.

Hawke, conjecturing the destination of the French fleet to be Quiberon Bay, to attack Commodore Duff's squadron, on being made acquainted with its escape from Brest, proceeded thither under all sail. Having to contend against a strong south-east wind, it was the 20th before the British ships arrived off Belleisle.

At 8h. 30m. a.m., Belleisle, by the reckoning, bearing about east by north, the Maidstone made the signal for a fleet. The weather was hazy, and blowing a fresh gale from the north-west. Hawke made the signal for the line abreast, in order to get his ships together. At 9h. 45m. the *Magnanime*, having been ordered inshore to make the land and ascertain the precise position of the fleet with reference to it, signalled an enemy. Soon afterwards the weather clearing up, the French fleet was discovered crowding sail, to get away, and Sir Edward ordered the seven line-of-battle ships nearest him to chase. The pursuit soon became general, both fleets under all the sail the fresh gale then blowing rendered it possible to carry.

At 2h. 30m. p.m. the *Warspight* and *Dorsetshire*, having arrived up with the French rear, gallantly commenced the action, but the *Warspight* having been driven foul of the *Magnanime* by the *Montagu*, the former received so much damage that she fell astern, and was passed by many ships. The *Magnanime* (*Lord Howe*), *Revenge*, *Torbay*, *Montagu*, *Resolution*, *Swiftsure*, and *Defiance*, having also got up with the enemy, the action became very animated. Rear-Admiral Verger, in the *Formidable*, sustained the fire of the *Resolution*, and of a great many other ships, for some time; but having had 200 men killed, struck at 4h. p.m., and was taken possession of by the *Resolution*.

The *Magnanime* soon became closely engaged with the *Thesée*; but the latter, being disabled, dropped astern, and was engaged by the *Torbay*, while *Howe* pushed on in search of a fresh opponent, which he found in the *Héros*. Captain de Kersaint, of the *Thesée*, imagining from a slight lull of the wind that he could fight his lower-deck guns, unfortunately tried the hazardous experiment, and commenced firing at the *Torbay*. Captain Keppel followed de Kersaint's example, and narrowly escaped the same fate. A heavy squall took the *Thesée*, and she filled and went down; and out of her crew of 800 men, only twenty were saved by the British boats. The

Torbay shipped a great deal of water, but by great exertion the ship was preserved. The *Superbe* also overset and sank from the same cause. At 5h. the *Héros* having been closely engaged by the *Magnanime*, surrendered, and anchored, but the sea run so high, that it was considered dangerous to lower a boat to take possession of her. The night coming on dark and tempestuous, and Hawke having no pilots for the French coast, considered it prudent to discontinue the chase, and to anchor the fleet. The *Royal George* anchored in fifteen fathoms, the island of Dumet bearing about east, distant three miles. Unfortunately, the admiral's signal to anchor was not perfectly understood; and the *Resolution* drove on shore, and was totally wrecked, with the loss of a great many men.

At daybreak on the 21st the *Héros* was discovered aground, and the *Soleil Royal* at anchor, dismasted; the latter also cut and ran ashore on seeing the British. Sir Edward ordered the *Essex* to stand towards her, but unfortunately that ship was wrecked on the Four Bank; her crew, however, was saved. The two French ships were set on fire. Seven or eight others were observed at anchor, near the Vilaine, but it was found impracticable to destroy them; and the French ships, after taking their guns out, crossed the bar of the river and warped into a place of security.

In 1760 the squadron of M. Thurot escaped from Dunkirk on the 17th of October, 1759, and at that time his squadron was composed of five frigates, on board of which were embarked 1300 troops. Thurot's object was a descent upon the north coast of Ireland. After a variety of adventures, among the most important of which was the taking of Carrickfergus, the French squadron, reduced to three frigates, was returning to France, but information having reached Captain Elliot at Kinsale, that officer at once proceeded in search of the French commodore. The British squadron consisted of the 32-gun frigate *Æolus*, Captain John Elliot, and 36-gun frigates *Pallas* and *Brilliant*, Captains Michael Clements and James Loggie. The ships with M. Thurot were the 44-gun ship *Marshal Belleisle*, 32-gun frigate *Blonde*, and 26-gun frigate *Terpsichore*. These ships, including troops, had on board 1245 men. On the 28th of February, at 4h. a.m., the two squadrons got sight of each other, and the chase commenced.

At 9h. a.m. the *Æolus* arrived up with the *Marshal Belleisle*, and commenced the action, and, being well supported, it in a short time became general. The *Marshal Belleisle* was defended with the utmost bravery by her gallant commander; nor were her colours struck until the ship was reduced to a sinking state, and her decks covered with killed and wounded, amongst whom was M. Thurot, who was killed. This ship also

had her bowsprit, mizenmast, and main-yard shot away, affording proof of the skill of her antagonists. At 10h. 30m. all three ships surrendered.

Captains Clements and Loggie behaved with the utmost gallantry, and their conduct was emulated by all engaged. The *Æolus* had four men killed and fifteen wounded; *Pallas*, one killed and five wounded; and *Brilliant*, eleven wounded. The French loss was estimated at 300 killed and wounded. The *Blonde* and *Terpsichore* were added to the British navy, under the same names.

Rear-Admiral Holmes, who commanded on the Jamaica station, having received intelligence that five French frigates with other vessels were at Cape François, getting ready to sail for France, despatched thither the 50-gun ship *Hampshire*, Captain Charles Norbury, with the 28-gun frigate *Boreas*, Captain Samuel Uvedale, and 20-gun ship *Lively*, Captain the Hon. Frederick Maitland, to cruise off that port, and endeavour to intercept them. On the 17th of October, being off Cape Nicholas, the British ships discovered the expected squadron, and immediately crowded all sail in chase; but owing to the variableness of the wind, little progress was made until towards night. The *Boreas*, having outsailed the other ships, at midnight arrived up with and engaged the French 32-gun frigate *Sirene*, bearing Commodore M'Cartie's broad pendant; but the *Boreas* being disabled in sails and rigging, the *Sirene* got out of gun-shot. Having repaired damages, the *Boreas*, on the 18th, at 2h. p.m., again got alongside of the *Sirene*, and after two hours' close action, compelled her to surrender, with the loss of eighty out of her crew of 280 men, killed and wounded. The *Boreas* had one man killed and one wounded.

The remaining four ships, having taken different courses, were pursued by the *Hampshire* and *Lively*; and on the 18th, at daylight, the enemy's ships were six miles ahead, endeavouring to get into Port-au-Paix. By sweeping, the *Lively*, at a little before eight, brought the sternmost ship to action, and, after near two hours' hard fighting, compelled her to surrender, with the loss of a lieutenant and thirty-seven men killed, and her captain (Talbot), master, boatswain, and twenty-two men wounded. The *Hampshire* pursued the remaining three frigates, and, as the breeze freshened, neared them so fast that at 3h. 30m. p.m. she got between the two headmost ships, and opened her fire on the *Duc de Choiseuil*; but the latter, having the advantage of the wind, escaped into Port-au-Paix, leaving her companion, the *Prince Edward*, to be engaged by the *Hampshire*. The *Prince Edward*, unable to contend with her powerful adversary, ran aground about two miles from Port-au-Paix, and the ship was set on fire so effectually that she shortly

afterwards blew up. On the 19th, the Hampshire, having the Lively and her prize in company, stood into Freshwater Bay, to attack the *Fleur-de-Lys*, the fifth ship, which had taken refuge there. The French, however, did not wait their arrival, but took to the boats, having previously set the ship on fire. Thus were four out of the five ships accounted for.

On the 14th of July a British squadron, consisting of the 74-gun ship *Thunderer*, Captain Charles Proby; 64-gun ship *Modeste*, Honourable Robert Boyle; 32-gun frigate *Thetis*, Captain John Moutray; and 18-gun sloop *Favourite*, Commander Philemon Pownoll, was cruising off Cadiz, in order to intercept the French 64-gun ship *Achille* (the Rippon's late opponent), and 32-gun ship *Buffon*, expected to sail from that port. Having discovered that the French ships had escaped out of port, the squadron departed in pursuit, and on the 16th succeeded in getting sight of the enemy. At 1h. a.m. on the 17th, the *Thunderer* arrived up with the *Achille*, and commenced a very animated cannonade, in the midst of which one of the *Thunderer's* quarter-deck guns burst, and blew up part of the poop, killing and wounding many men, and setting the ship on fire. By great exertion the fire was extinguished, and the chase resumed; when, getting close alongside the *Achille*, the *Thunderer* ran her on board, and Lieutenant Charles Leslie, at the head of 150 men, gallantly sprang on her deck. After an ineffectual resistance, the *Achille* surrendered. In this spirited encounter the *Thunderer* sustained much loss, amounting to seventeen men killed, and Captain Proby (slightly), her second and third lieutenants, and 110 men wounded, seventeen mortally. The *Achille's* loss is not recorded.

The *Thetis* overtook the *Buffon* at 7h. a.m., and engaged till the *Modeste* also got up, when the French ship struck.

On the 13th of August, in the evening, the British 74-gun ship *Bellona*, Captain Robert Faulkner, and 36-gun frigate *Brilliant*, Captain James Loggie, being off Vigo, discovered and stood towards three large ships, evidently of force. The strangers, which were the French 74-gun ship *Courageux*, and 36-gun frigates *Hermione* and *Malicieuse*, believing the British to be line-of-battle ships, made sail away; they were, however, kept sight of during the night, and on the following morning, perceiving the real force of their pursuers, or rather taking the *Bellona* for a 50-gun ship, the French commodore made the signal for the two frigates to run down and attack the frigate, while the *Courageux* stood towards the *Bellona*. The two frigates having closed the *Brilliant*, commenced the action, and the gallant Captain Loggie determined, if possible, to find so much for his adversaries to do, that the *Bellona* should be able to bend all her energies against the *Courageux*. So vigorously

were the guns of the *Brilliant* plied that the frigates received such injury to their sails and rigging as to be obliged to sheer off to repair damages. The *Brilliant* had her master and five men killed and sixteen wounded.

The *Bellona* and *Courageux*, having got within musket-shot, commenced a furious action; and, as the water was smooth and only a light air of wind blowing, the contest became one simply of gunnery. Few shots were wasted, and, in nine minutes after the commencement of the engagement, the *Bellona's* mizenmast was shot away, and her standing and running rigging cut to pieces. Captain Faulkner, fearing, from his ship's disabled state, that the *Courageux* might escape him, gave orders to board, and the *Bellona*, having wore round by means of her studding sails, fell on board the *Courageux*, her larboard beam taking the starboard quarter of the enemy. In this position, the British ship's larboard guns were fired with such effect into the stern and quarter of the enemy, that in twenty minutes she hauled down her colours. While preparations were making to take possession, the firing recommenced from the French ship's lower deck. The British crew, exasperated at this proceeding, poured two more broadsides into the *Courageux*, when her men called for quarter. The two frigates made all sail and escaped.

The action lasted from 6h. 25m. till 7h. 4m. p.m., when the French ship finally surrendered, during which interval the *Courageux*, out of a crew of 700 men, had 200 killed and 110 wounded. Among the wounded was Captain M. Dugue Lambert, mortally. The loss of the *Bellona* amounted to six killed and twenty-five wounded. This action may be well selected as an instance of the proficiency of British seamen in gunnery at this period; the carnage in half an hour is equal to that of any subsequent encounter on the ocean. The *Courageux* proved a valuable prize, having on board £8500 in specie. She was taken to Lisbon and refitted, and afterwards added to the British navy under the same name. While at Lisbon, the French crew were in great distress; but, with the proverbial liberality of British sailors, a subscription was set on foot on board the *Bellona* and *Brilliant*, as well as on shore, which enabled the poor fellows to reach France. The first lieutenant of the *Bellona*, Thomas Male, was promoted.

In the course of the year 1761 the captures from the French numbered 117 privateers and armed merchant ships, which mounted 698 guns and 239 swivels, and carrying 5576 men, exclusive of four Indiamen, whose cargoes were valued at £400,000, and other merchant ships. The French navy lost six line-of-battle ships and eight frigates. In the course of the same year 800 English merchant ships were captured, which arose from the insufficiency of the ships sent in charge of con-

voys, and from the large number of privateers, which, in point of fact, formed the chief naval force of France. Only one small vessel of war, the Speedwell cutter, captured in Vigo Bay, was lost to the navy in this year; and one valuable East-India ship, the Ajax, commanded by Captain Lindsay, who was killed, was taken by the French 64-gun ship *Prothée*.

In 1762, on the 4th of January, war was formally declared against Spain, and on the 18th a counter declaration was issued by the King of Spain. These hostile announcements were occasioned by a treaty of alliance concluded between the courts of Madrid and Versailles.

On the 31st of January, the British 38-gun frigate *Danae*, Captain William Hay, having thirteen sail of merchant ships under convoy, bound to Gibraltar, fell in with the French 26-gun privateer *Tigre*. The French ship hove to for the convoy, and, having taken up a position alongside the *Danae*, commenced an action with the yardarms of the two ships touching. The contest lasted nearly three hours, by which time the ships were both in an unmanageable state. The *Tigre's* bowsprit, foreyard and fore and main-topmasts were shot away; and a few more broadsides must have dismasted her entirely. The *Danae's* lower masts and all her spars had suffered so much that it was impossible for her to make any sail after her enemy; which the latter perceiving, put before the wind and escaped. The *Danae* lost in this engagement no less than eighteen men killed, seven mortally and thirty-five severely wounded. The *Tigre's* loss is not recorded. The *Danae* carried her convoy in safety to Gibraltar. The *Tigre* also beat off the 20-gun ship *Deal Castle*, Captain George Tindal; but was ultimately captured by the King George privateer, Captain Read, after two hours' action. On this latter occasion three of the *Tigre's* guns burst, and killed a great many men; and her loss is stated to have been eighty killed and wounded. The loss of the King George was three killed, eight mortally, and four slightly wounded.

On the 14th of March, at 6h. 30m. p.m., the British 24-gun ship *Fowey*, Captain Joseph Mead, being off Cape Tiberon, fell in with and attacked the Spanish 12-pounder 26-gun frigate *Ventura*. The Spanish ship being greatly superior in weight of metal and number of men (she having on board a crew of 300, while the *Fowey's* crew, owing to the absence of a lieutenant and twenty-four men, did not consist of more than 130), was found to be a very formidable opponent, and after an action of one hour and a half the *Fowey* had sustained so much damage to her sails and rigging, that she was obliged to haul off to repair. The next morning Captain Mead, shortly after daylight, again brought the *Ventura* to action. At 8h. 30m.

the Spanish ship, having had forty men killed, and a great number wounded, hauled down her colours. The difficulty was to take possession of the prize, for neither ship had a boat that would swim, nor was there a tackle left to hoist one out. One of the Fowey's boats being at length patched up with a tarpaulin, was with difficulty got alongside the Ventura, and returned with some of the Spanish officers. The Fowey had ten men killed and twenty-four wounded. The Ventura was of great value, having on board money to pay the troops at the Havannah.

On the 21st of May, the British 28-gun frigate *Active*, Captain Herbert Sawyer, and 18-gun sloop *Favourite*, Commander Philemon Pownoll, cruising off Cadiz, in the hope of intercepting a rich ship expected from Lima, chased the Spanish register ship *Hermione*. Having arrived up with her, Captain Sawyer hailed the frigate, and informing them of the war, requested the Spanish captain to strike. Being unprovided for a defence, the demand was submitted to, and possession obtained of the most valuable prize taken throughout the war. The net proceeds of the *Hermione*'s cargo amounted to £519,705 1s. 6d. The treasure from the *Hermione* was landed at Portsmouth, and conveyed to London in twenty waggons, decorated with British colours over Spanish, and under escort of a party of sailors. The whole formed a grand procession, and entered London on the 12th of August, the day on which His Royal Highness the Prince of Wales (his late Majesty King George IV.) was born.

Having a large available force in the West Indies on the declaration of the war, the British ministry ordered an attack to be made upon the Spanish possessions, and the Havannah was accordingly selected. The army which proceeded on this service amounted to little less than 16,000 men, 4000 of whom sailed from England with General the Earl of Albemarle in the fleet of Admiral Sir George Pocock, on the 5th of March, and eventually reached the Havannah and effected a landing on the 7th of July. The fleet employed at the reduction of the Havannah consisted of twenty-two sail of the line, four ships of fifty guns, ten frigates, fourteen vessels of from twenty-four to fourteen guns, and three mortar vessels. So formidable a force the Spaniards could not long resist; and on the 12th of August the Havannah and its dependencies fell into the hands of the besiegers. In the harbour were found twelve sail of the line, nine of which reached England, the remaining three having been sunk at the entrance to the harbour by the Spaniards. The prize-money paid to the captors amounted to £736,185.

The British arms were also victorious in the East. Manilla and the port of Cavite were attacked by the British sea and

land forces, under the orders of Vice-Admiral Samuel Cornish and Brigadier-General Draper. The naval force consisted of seven sail of the line, one 50-gun ship, a 28-gun frigate, and two 20-gun ships, carrying together 4330 men; but the army, composed partly of Caffres, Topasses, and Lascars, numbered only 2330. Manilla and the Philippine Islands were surrendered on the 6th of October, together with a large quantity of ordnance, naval stores, and treasure. Manilla was saved from plunder upon the promise of a ransom of one million sterling, which terms, however, were afterwards negatived by the King of Spain, peace having occurred in the interim of their negotiation and demand for the settlement.

During the progress of the siege, the vice-admiral received intelligence that the galleon from Acapulco had arrived in the straits, and immediately despatched the 60-gun ship *Panther*, Captain Hyde Parker and 28-gun frigate *Argo*, Captain Richard King. On the 30th of October, after a cruise of twenty-six days, the galleon was descried, and the *Argo* was the first to arrive up with the chase, but so well was the Spanish ship defended that the *Argo* was obliged to discontinue the action in order to repair damages. On the 31st, in the morning, the *Panther* overtook the galleon, which, after a distant cannonading of two hours, surrendered. The galleon, although pierced for sixty guns, had only thirteen mounted when captured; and when first engaged by the *Argo* had only six guns in use, but her sides were so thick as to have been almost impervious to the shot of the British ships, which accounts for the time occupied in effecting the capture. She was manned with a crew of 800 soldiers and sailors, and her freight registered and unregistered (or smuggled), was computed at two millions of dollars.

The preliminaries for a peace with France and Spain were signed at Fontainebleau on the 3rd of November.

Having now brought this celebrated war to its conclusion, it remains only to sum up, in as few words as possible, the loss of the French, Spanish, and British navies respectively. French total loss, 113 men-of-war; Spanish total loss, 18 men-of-war; British total loss, 50 men-of-war.

Spain paid dearly for the ten months' war. She lost the Havannah, with a great part of the island of Cuba, and a large squadron of ships of war; the Philippine Islands, with a great many merchant vessels; the Manilla galleon, and the *Hermione*. This nation had, at the conclusion of the war, neither fleets, cruisers, nor privateers sufficient to give any annoyance to the British commerce; and almost any terms might at that time have been extorted from her. France, also, was reduced to a low ebb; without a fleet which could question British supremacy, she was compelled to trust only for her offensive operations to

frigates and privateers. These, for a time, inflicted much injury upon British traders, but towards the end of the war the coasts were nearly freed from their depredations; and the merchants who fitted them out tired of such unprofitable speculations.

Notwithstanding that England at this time possessed a most powerful fleet, and comparatively undiminished resources, she was contented to accept terms suited more to a nation overwhelmed by difficulties, and anxious for peace upon any conditions. Our gains, and what was relinquished, are thus summed up by Beatson:—"By this famous treaty of peace, we gained in America the whole province of Canada, with the islands of St. John and Cape Breton, and all that part of Louisiana which lies on the east of the river Mississippi (the town of New Orleans excepted), and the free navigation of the river Mississippi.

"The French were permitted to fish on the banks of Newfoundland under certain limitations. The islands St. Pierre and Miguelon were ceded to them for curing their fish and conducting their fishery; but they were not to erect any fortifications thereon, nor keep a garrison stronger than fifty men.

"Spain to relinquish her claim to fish on the banks of Newfoundland. Great Britain to be permitted to cut logwood and build houses in the Bay of Honduras, but not to erect fortifications, and to demolish those already erected. Spain to restore any places she may have conquered in Portugal, and to cede to Great Britain the province of Florida, in consideration of which Great Britain was to restore the Havannah and its dependencies to Spain. Martinico, Guadaloupe, Marigalante to be restored to France, together with the neutral island of St. Lucia.

"Great Britain to retain the Grenadas and Grenadines, with the neutral islands of Dominica, St. Vincent, and Tobago. In Europe, the island of Minorca to be restored to Great Britain, and of Belleisle to France. The fortifications of Dunkirk to be demolished. In Africa, Great Britain to retain Senegal, and restore Goree to France. In Asia, all our conquests made from France to be restored, but with the restriction that she was not to erect fortifications in the province of Bengal."

CHAPTER VIII.

1763—1777.

WAR WITH AMERICA—VARIOUS ACTIONS—FIGHTING AT QUEBEC—THE BATTLE OF THE LAKES—THE ATTEMPT UPON CHARLESTOWN—FIGHTING ON THE DELAWARE—CAPTURE OF THE HANCOCK—WEST INDIA CONVOY.

THE preliminary treaty of peace signed at Fontainebleau, in the month of November, 1762, was confirmed in February,

1763, and from this time till the disturbances in the British colonies of North America, which in the year 1775 burst out into open rebellion, England enjoyed the blessings of peace.

The North American colonists having resisted certain revenue laws imposed by the British Government, orders were given to the cruisers on the station to assist the authorities, and suppress illegal traffic. At Rhode Island, the *Gaspé*, a schooner of 102 tons carrying four or six 3-pounders, commanded by Lieutenant William Dudingstone, was stationed; and the commander having rendered himself obnoxious to smugglers by his diligence, was among the first to be attacked by some of the rebellious colonists. On the night of the 10th June, 1772, the *Gaspé*, having grounded while chasing a supposed smuggling vessel in the river leading to New Providence, was surrounded in the night by a number of boats filled with armed men. The attack, though unexpected, was gallantly resisted; but the crew were at length overpowered. Lieutenant Dudingstone had his right hand nearly severed from the wrist by a sabre-cut, and was also wounded dangerously in the thigh by a musket-ball. Several of the *Gaspé's* crew, originally but twenty-seven, were wounded. The lieutenant and his crew were then put into boats to make their way to the shore, while the victors set the *Gaspé* on fire and destroyed her.

In 1775, on the 23rd of November, a small fleet of transports, under convoy of the *Tartar* frigate, arrived off Boston, and, with the exception of two, safely entered the port. The ship *Hunter* and a brig, owing to a shift of wind, were obliged to anchor outside the harbour; which, being observed by two American privateers that had been watching the convoy, they in the most daring manner, attacked and boarded them, setting one on fire. A signal was immediately made for the *Raven* to weigh and go in chase; but Lieutenant John Bourmaster, who had been appointed to protect the Boston lighthouse, then under repair, and who was in command of an armed transport, on observing the privateers fire upon the *Hunter*, slipped, and reached the transports in time to retake both, and to save the one which had been fired from destruction. When Lord Howe assumed the command on the station, Lieutenant Bourmaster was promoted, and appointed to command a King's ship.

In 1776, proclamations, tantamount to a declaration of war, having been issued by the British Government, instructions were given by Vice-Admiral Graves, the commander-in-chief on the station, to attack all places in opposition. Carrying out his orders, the vice-admiral directed the equipment of a small squadron, or flotilla, the command of which was conferred on Lieutenant Henry Mowat.

The following composed the squadron:—Armed 6-gun ship

Canceaux, 6-gun schooner Halifax, and 6-gun armed sloop Spitfire; to which was added the armed transport Symmetry, mounting eighteen light guns. Lieutenant Mowat's instructions were tempered with moderateness. He was directed to confine his operations to certain enumerated towns, which had rendered themselves conspicuous by open acts of hostility.

On the 17th of October the squadron arrived at Falmouth, and anchored close to the town. Lieutenant Mowat then sent an officer on shore with a letter, informing the authorities that he would allow two hours for the inhabitants to remove themselves and families from the town, which he was ordered to burn. On the receipt of this message, deputies were sent off to negotiate; and Lieutenant Mowat agreed to suspend hostilities till he could communicate with the commander-in-chief, upon condition that they would send him four carriage-guns, deliver up their small arms and ammunition, and give four hostages. These terms being finally rejected, Lieutenant Mowat, at half-past 9h. a.m. on the following day, opened fire, and threw carcasses into the town, by which it was quickly burnt. While the negotiation pended, the inhabitants removed their most valuable effects, but the principal part of the town was completely destroyed. The loss was a serious one to the Americans, as the storehouses burnt contained provisions and ammunition intended for the use of the army before Boston. The coast being by this time alarmed, Lieutenant Mowat returned to Boston on the 2nd November for the admiral's further instructions.

On the 5th of December, the 24-gun ship Fowey, Captain George Montagu, being off Cape Ann, chased the American brig Washington, of ten guns (6 and 4-pounders) and ten swivels, which she captured after a long chase. The Washington was commissioned by Congress, and had a crew of seventy-four men, commanded by Sion Martingale.

A resolution of Congress, passed on the 13th October, 1775, appointed a committee to fit out two fast vessels; and on the 30th of the same month further powers were granted. In consequence of these resolutions, the Alfred and Columbus were purchased. The Alfred is supposed to have been armed with twenty long 9-pounders on her main-deck, and from two to ten guns on the quarter-deck and forecastle. The Columbus mounted eighteen long 9-pounders. Commodore Ezekiel Hopkins was appointed commander-in-chief of the navy, and to hoist his broad pendant in the Alfred. Of this ship John Paul Jones was appointed first lieutenant, and he has claimed to have first hoisted the flag of America. Congress having received information of the defenceless state of the island of Providence, despatched a squadron of seven vessels thither.

The object of the expedition was to obtain possession of the magazine on that island; but the Governor, having received intimation of the visit, caused the chief part of the gunpowder to be removed the day before the squadron made its appearance. The island being without a garrison, and incapable of making any defence, surrendered on the first summons, and the Americans obtained possession of a store of cannon and mortars, but only fifteen barrels of powder. Having shipped these and made the Governor prisoner, the squadron sailed for New London. On the 4th April, the squadron captured a tender of six guns, and on the 5th the Bolton, 12-gun brig, commanded by Lieutenant Edward Sneyd.

On the 6th of April, being off Block Island, Commodore (American) Hopkins fell in with the British 20-gun ship Glasgow, Captain Tyringham Howe. At 2h. a.m. the Cabot, a large brig, approached, and was hailed by the Glasgow, shortly after which a grenade was thrown from the brig's top into the Glasgow. The latter immediately opened fire, but having received much damage, and her captain being severely wounded, master killed, and several injured, the brig made sail ahead. A large ship with a top light, supposed to have been the Alfred, then ranged up on the starboard beam of the Glasgow, and closely engaged; while the Providence and Andrea Doria bore up under her stern, and took up positions—the one on the larboard bow and the other on the larboard quarter.

After a smart cannonading for one hour, the Alfred's wheel-rope was shot away, and the ship flew up in the wind, enabling the Glasgow to pour in a severe raking fire. At about 4h. a.m. the American vessels had dropped on the quarters of the Glasgow, and the brig was lying across her stern, firing occasionally. Captain Howe then gave orders to bear up for Rhode Island, and, at the same time, ran out two stern chase-guns, from which a brisk fire was maintained until daybreak, at which time the real force of the enemy was discovered. Commodore Hopkins, apprehensive that the firing would bring the Newport squadron out against him, and seeing little chance of overtaking the Glasgow, made a signal for his vessels to haul by the wind.

Thus terminated the unequal contest; and after making every due allowance for the caution of Commodore Hopkins, which, circumstanced as he was, he was perfectly justified in using, it is clear that the Glasgow was ably handled and gallantly fought, and that very great credit was due to Captain Howe for his conduct on the occasion. The Glasgow was a ship of only 451 tons—inferior in size to either the Alfred or Columbus—and her armament consisted of twenty long 9-pounders on the main-deck. The casualties on board the Glasgow amounted to one man killed and three wounded—all by small arms; while

the Alfred and Cabot had twenty-three men killed and wounded between them. The action was made the subject of an American court-martial upon Captains Whipple and Hazard, the former of whom was acquitted, and the latter cashiered. Commodore Hopkins never regained favour with the Congress, and in the following January was formally dismissed the service.

The Americans, probably with the view to diverting the attention of the British, invested Quebec. Very gallantly did they fight, attempt to carry the city by assault, and endure fatigue and privation during the winter of 1775-6; and most nobly, also, did the British garrison persevere in their defence amidst many sufferings. The month of May brought the latter relief, a squadron, commanded by Captain Charles Douglas, having arrived from England containing large reinforcements. Attempts to burn the town were made during the siege by means of red-hot shot; and a fire-ship was sent into the *cul de sac* for the purpose of burning the shipping and lower town.

The arrival of the squadron was the signal for the Americans to decamp; and General Carleton considered the moment a favourable one for making a sortie. A few shot only were exchanged on the occasion, and, on the British pressing forward, the enemy fled with precipitation, abandoning their artillery and military stores. Captain Douglas immediately ordered the Surprise, Captain John Linzee, and Martin to proceed up the river as far as the rapids of Richelieu, to harass the enemy in their flight. This measure prevented the American forces on the opposite bank of the river from joining in the retreat towards Montreal. General Carleton officially acknowledged the services of the navy, and particularly mentioned Captain John Hamilton, of the Lizard, who "commanded the battalion of seamen; and also the masters, inferior officers, and seamen belonging to the transports and merchant ships." The Americans having previously obtained possession of Montreal, the retreating army proceeded thither, but from which they were soon driven by the advance of the British.

The struggle now removed to the lakes, upon which the Americans held the ascendancy. Several vessels had been sent in frame from England in the squadron under Captain Douglas, and a party of 600 seamen from the ships of war and transports was forthwith sent off to Lake Champlain, to assist in building and equipping them. In twenty-eight days the Inflexible was put together at St. John's, and armed with eighteen long 12-pounders. The Inflexible was the largest vessel that had, at that time, been seen on the lakes. In six weeks a fleet of thirty vessels of war was built or put together; and a gondola, and a large number of flat-bottomed boats and bateaux were transported over land, and dragged up the rapids of Theresa and St. John's.

Captain Douglas, who superintended this service, spoke in high terms of the zeal which had conquered the difficulty of this operation. The Lake squadron having been got ready for sea, the command was given to Captain Thomas Pringle, with the title of Commodore, who hoisted his pendant on board the 14-gun schooner *Maria*, and proceeded from its station at Ile aux Noix in search of the enemy. On the 11th October, the British squadron came in sight of the Americans at anchor under the island of Valcour; and formed in a line extending from the island to the west side of the continent. The British flotilla was composed of twenty fighting boats of various sorts.

The American flotilla consisted of seventeen fighting boats of various sorts.

The wind being unfavourable for the larger vessels, the gun-boats only could be brought into operation. Lieutenant Dacres, in the *Carleton* (British), at length got up to their assistance, and for several hours this portion of the squadron sustained a very heavy cannonading. It appearing to the commodore impracticable to bring any more of the flotilla into action, he made the signal of recall, and came to anchor in the best position to prevent the retreat of the enemy. But during the ensuing night, the (American) flotilla passed the British squadron unperceived, and at daybreak on the 12th had got a considerable distance up the lake. The day was therefore employed in pursuit; and on the morning of the 13th the flotilla, consisting of eleven sail, was got sight of making in for Crown Point.

After an anxious chase of seven hours, the *Maria*, having outstripped the *Carleton* and *Inflexible*, got within range of the Americans. It was then noon; and although the smaller vessels of the squadron were a long distance astern, the *Maria* commenced the action with great vigour. The cannonading had lasted two hours, when the Congress galley (on board which was General Arnold) and five gondolas (American) ran ashore. The *Washington*, with Brigadier-General Waterton on board, hauled down her colours, and was taken possession of, but the remainder reached Crown Point, and got in safety to Ticonderago. The Congress and the five gondolas were set on fire, and they blew up before the British could get near enough to board them.

In the action of the 11th, the Royal Savage (American), 12-gun schooner, received so much damage that it was found necessary to destroy her, and one of their gondolas was sunk. On the 12th another gondola was captured. The destruction of the American flotilla, therefore, was almost complete, and their loss in men very considerable. Lieutenant Dacres was made the bearer of the despatches to England, and consequently pro-

moted. General Carleton was made a K.B.; Captains John Hamilton and Charles Douglas created baronets; and Captains Mackenzie and Pringle immediately posted. The crews of the *Isis* and squadron engaged on this service, and who had greatly exerted themselves in forcing the ships through opposing fields of ice, were granted double pay from the time of their leaving England to the raising of the siege of Quebec.

In 1777, the army, unable any longer to retain possession of Boston, evacuated the place on the 17th March; and it being desirable to secure some other position on the American coast, it was determined to make an attempt upon Charlestown, in South Carolina. Information of this intention had, however, been permitted to reach the Americans, and preparations were accordingly made by them to frustrate the design. A small squadron having arrived from England, under the command of Commodore Sir Peter Parker, in the 50-gun ship *Bristol*, measures were taken to carry the plan into effect; and on the 4th June the squadron anchored off Charlestown. Here it was found necessary to take the guns out of the largest ships, in order to admit of their crossing the bar; and this circumstance, added to the necessity of sounding over the bar and laying down buoys, occasioned serious delay.

It was not until the 7th that the frigates of the squadron got over the bar, and anchored in Five-fathom Hole; the *Bristol* did not get over till the 10th. On the 9th, General Clinton landed on Long Island with about 500 men, and by the 15th all the troops were disembarked, when measures were projected for a conjoint attack upon the fortress of Sullivan's Island by the squadron and land forces. This fortress is stated by Cooper to have been built of Palmetto logs, mounted with twenty-six guns (18 and 26-pounders), and garrisoned by about 400 men, of whom 300 were regulars. Colonel Moultrie commanded in the fort; but Major-General Lee was in the vicinity with an army. It was intended that the British troops should ford the river at low tide, at a point where there was usually not more than eighteen inches water; but owing to a succession of easterly winds, the water had been so forced up the passage as to render its being forded impracticable. This circumstance was not ascertained until the troops were about to attempt to cross it, when it was found there was a depth of seven feet. The squadron, upon which the whole brunt of the action therefore fell, was composed of eleven vessels.

On the 28th of June, the wind and other circumstances being apparently favourable, Sir Peter Parker communicated to Major-General Clinton his readiness to proceed to the attack. At 10h. 45m. the *Bristol*, *Experiment*, *Active*, and *Solebay* anchored in their appointed stations, with springs on their

cables. Owing to some mismanagement on the part of the pilots, the *Sphynx*, *Actæon*, and *Syren* got foul of each other, and drove on shore on the Middle Ground. The *Sphynx* and *Syren* got off with the flowing tide, but the *Actæon* remained immoveable. The *Thunder* commenced the action by throwing shells, but the shells fell short. Colonel James, of the Artillery (who was on board the *Thunder* throughout the action), endeavoured to remedy this miscalculation of distance by increasing the charge of powder. A few shells were thus thrown into the fort, but produced no effect as they fell into a morass, and the fuses were extinguished.

The increased charge of powder caused such a heavy recoil that the beds of the mortars broke down, and the vessel was useless for the remainder of the day. The ships, led by the *Active*, took up their positions without molestation. The *Active* anchored off the east bastion, the *Experiment* off the west bastion and curtain, the *Solebay* off the west bastion, and the *Bristol* off the curtain, in seven fathoms. A deadly fire was then poured into them from the American batteries. This was returned with spirit, but to the evident disadvantage of the British. The material of which the fort (afterwards named Fort Moultrie) was constructed, rendered the guns of the British ships almost harmless, while the shot of the enemy passed through both sides of the ships, and did immense execution. It was about noon, when the action was at its hottest, that the commodore looked for the co-operation of the troops, but in which, from the cause previously stated, he was disappointed. The *Bristol's* quarter-deck was at one time cleared of all but the commodore. Captain Morris lost his right arm, and received so many other wounds that he died a few days afterwards. The lieutenants of the *Bristol* were Toby Caulfield, Anthony J. P. Molloy, and Charles E. Nugent, and of their conduct the commodore spoke in the highest terms. Their powers of endurance, and those of the brave crew, were put to a severe test during an almost incessant cannonading of nearly ten hours' continuance.

For a short time the enemy slackened their fire, and it was thought their guns were effectually silenced; but the cannonade was shortly renewed with vigour. It was about 2h. p.m. when the fort ceased firing, and it did not recommence till 3h. 30m. At this time the ebb-tide beginning to make, it was deemed advisable to drop the small bower-anchor astern, to prevent the ship from swinging to the tide; but scarcely had this been done when both the small bower cable and spring were cut by the shot from the fort, and the *Bristol* swang to her best bower anchor. While in the act of swinging, she became exposed to a tremendous raking fire, which swept her decks fore and aft.

The Experiment was little better off than the Bristol. The carnage on board both was appalling; but the Active and Solebay were more fortunate. Finding no probability of succeeding in silencing the fort, which was constantly being reinforced by fresh troops from the mainland, Sir Peter, at about 9h. p.m., ordered the ships to cease firing, and make the best of their way out. All the ships, with the exception of the Actæon, succeeded in getting out; but the latter was set on fire and abandoned.

The total loss was sixty-four killed and 143 wounded. The American loss is stated by themselves at thirty-six killed and wounded. Lord William Campbell, Governor of South Carolina, served as a volunteer in the Bristol, and took charge of a division of the lower-deck guns during great part of the action.

The navy found ample employment in co-operating with Sir William Howe's army on the banks of the Delaware. An ingenious contrivance, invented by Dr. Franklin, was employed in this river. It was a sort of *chevaux de frise*, formed of large square pieces of heavy timber. Two long pieces, at a proper parallel distance from each other, formed a horizontal base, which rested on the bed of the river. Over these were placed two other beams of similar size, sharpened and pointed with iron, rising from toward the end of the horizontal base, at such an angle that a vessel striking upon them would almost inevitably be pierced. The points did not appear above the water, and the elevation was such as to offer the greatest resistance. The four main pieces were united by many transverse ones, and the whole so well contrived that its own weight and the ballast attached to it effectually prevented its being moved from its position or turned over.

The squadron got as high as Chester, and endeavoured to force its way to Philadelphia. Captain Andrew Snape Hamond, in the 44-gun ship Roebuck, was very actively engaged in this service. While the army gave employment to the enemy on the banks of the river, Captain Hamond, and the ships under his orders, were employed in cutting a passage through the frames, and at length, after much hard work, succeeded in opening a channel sufficient for the largest ships. The enemy, however, did not remain idle, and every opposition was made by means of fire-rafts, galleys, and other small craft; but, through the care and skill of British officers and seamen, no injury was done by these dangerous enemies. The destruction of the enemy's forts and a free passage up the river, were the indispensable conditions of Sir William Howe's remaining at Philadelphia. The defences of the Americans consisted of an enclosed work named Fort Mifflin, constructed on a flat muddy

island a little below the entrance of the Schuylkill, and strengthened by four blockhouses. The island was further defended by two floating batteries of nine guns each, and twelve or fourteen galleys, and other river craft, mounting heavy guns.

Opposite to this island, on the eastern shore, at Redbank, above Manto Creek, they had a strong redoubt, with considerable outworks, which afforded protection to their flotilla. In front of these defences, to the extent of more than half a mile below Fort Mifflin, the deep-water channel was not more than a hundred fathoms in width. In this passage several tiers of *chevaux de frise* were sunk. Before this obstruction could be removed, it was necessary to obtain possession of both banks of the river. The most vigorous measures were pursued with this object, but the first attempt to dislodge the enemy from Redbank failed. This took place on the 22nd of October. The intended co-operation of the squadron was unavoidably frustrated, or it is probable another result would have been obtained, as the assailants were severely galled by the floating batteries and galleys, which the ships might have silenced.

The armed ship *Vigilant*, of sixteen long 24-pounders, Lieutenant Hugh C. Christian, was selected for that service, but a strong northerly wind prevented her proceeding to her appointed station. The particular service expected from that ship was the making a passage through a shallow and confined channel between Hog Island and the Pennsylvanian shore, and so to be able to attack the rear and least defensible part of the work, while the troops made the assault. A diversion was also to have been attempted in the eastern or main channel, by the 50-gun ship *Isis*, Captain the Hon. W. Cornwallis, and 64-gun ship *Augusta*, Captain Francis Reynolds.

Notwithstanding the inability of Captain Christian to reach his station, Captain Reynolds was ordered on the 22nd to proceed to the *Augusta*, taking the *Roebuck*, Captain Andrew S. Hamond, 28-gun frigate *Liverpool*, Captain Henry Bellew, 32-gun frigate *Pearl*, Captain Thomas Wilkinson, and 16-gun sloop *Merlin*, Commander Samuel Reeve, and to go above the first range of *chevaux de frise*, to be in readiness for any further service. As soon as it was perceived, on the evening of the 22nd, that Colonel Donop had commenced his attack, the *Augusta* and squadron slipped their cables and proceeded up the river with the flood tide. Owing to an alteration in the channel of the river, caused by the obstructions before described, the *Augusta* and *Merlin* took the ground some distance below the second line of *chevaux de frise*. The rise of the tide having been checked by the prevalent winds, the two ships could not be got off that night. A desultory firing took place for a time between the frigates and the enemy's galleys; but as night

advanced this ceased, the troops having been repulsed, and Colonel Donop and several officers killed.

On the morning of the 23rd, at daybreak, the positions of the *Augusta* and *Merlin* became known to the Americans, and a heavy fire was immediately opened upon them from every gun that could be brought to bear. The floating batteries and galleys joined in the attack; but their gunnery being bad, and the distance too great, the injury inflicted was inconsiderable. Four fire-ships were next tried; but the gallantry and readiness of the crews of the squadron and transports rendered this attempt also abortive. Accident, however, effected that which the enemy had failed in doing. While the *Isis* was warping through the lower *chevaux de frise* to the assistance of the *Augusta*, and light transports were getting ready to lighten the ship, preparatory to her being hove off, a number of wads took fire abaft, and the flames spread with such rapidity that all attempts to arrest their progress were fruitless. Boats were therefore sent to rescue the crew, and such were their surprising exertions that nearly the whole were saved. A few perished when the ship blew up, and among the number, the second lieutenant (Baldock), the chaplain, and gunner. The *Merlin* was set on fire and abandoned, as from her proximity to the *Augusta*, her destruction appeared inevitable.

Captain Henry Duncan, of the *Eagle*, was now actively employed with the boats of the squadron in conveying artillery, provisions, and stores to the river Schuylkill, by the channel in the rear of Fort Mifflin. Six 24-pounders from the *Eagle*, and four 32-pounders from the *Somerset*, were mounted on different batteries constructed under the direction of Sir William Howe; and on the 10th of November, the wind being fair for the advance of the *Vigilant*, and a hulk, mounting three long 24-pounders, offensive operations were recommenced.

The hulk was commanded by Lieutenant John Botham, of the *Eagle*; and these vessels were assisted by the *Roebuck*, *Pearl*, and *Liverpool*, and Cornwallis, galley, and other small vessels. Captain the Hon. William Cornwallis, who had command of this expedition, gained much credit for the judicious and gallant manner in which he attacked Fort Island, and the enemy's galleys.

The means of resistance possessed by the besieged were very great. In addition to the Fort and its contiguous batteries, blockhouses, and two floating batteries, they had seventeen galleys and armed vessels, and a division of heavy guns mounted on the Jersey shore. The besiegers endured this heavy cannonading with great forbearance and resolution; but the fire of the British shipping soon told upon the American defences with terrible effect. Dreading the consequences of another assault,

the Americans in the night of the 15th of November, evacuated Fort Mifflin; and it was immediately taken possession of by the grenadiers of the guards. In this affair the loss sustained by the enemy amounted to near 400 killed and wounded; while the casualties on board the squadron, and on shore, did not exceed thirteen killed and thirty wounded.

The British squadron had now full command of the Delaware from the Capes to the American capital; and the Americans were forced to destroy all their shipping (except a few galleys which escaped up the river, including the *Andrea Doria*, of fourteen, *Wasp* of eight, and *Hornet*, of ten guns, to prevent their falling into the hands of the British. The 24-gun ship *Delaware*, Captain Charles Alexander, had previously been captured in an attempt to destroy the batteries thrown up by the British.

The successes of the British cruisers were considerable. In March, the 14-gun brig *Cabot*, Captain Joseph Olney, was chased on shore on the coast of Nova Scotia, by the 28-gun frigate *Milford*, Captain John Burr. The *Cabot*, a vessel of 189 tons, was got off, and taken into the British service.

On the 27th of June, the 12-pounder 32-gun frigate *Hancock*, Commodore John Manly, and 24-gun frigate *Boston*, Captain Hector McNeil, being on a cruise near the banks of Newfoundland, fell in with the British 28-gun frigate *Fox*, Captain Patrick Fotheringham. An action commenced, which lasted two hours. In the course of the fight the *Fox* took fire in the main chains, where a number of wads had been deposited. The Americans ceased firing until the flames were extinguished, when the fight was resumed. The *Fox* being reduced to a wreck, and having sustained a severe loss in killed and wounded, Captain Fotheringham ordered the colours to be hauled down. Lieutenant of marines the Hon. James J. Napier was among the killed.

On the 6th of July, the *Hancock* and *Boston* with their prize on their way to Boston, came in sight of the British 44-gun ship *Rainbow*, Captain Sir George Collier, and *Victor*, brig. Sir George Collier immediately ordered all sail to be made in pursuit of the three ships, but lost sight of them in the night. At daybreak on the 7th, the enemy's vessels were again got sight of, having a sloop in company, which they had brought to in the night. Observing the near approach of the *Rainbow*, Commodore Manly ordered the sloop to be set on fire; and the three frigates formed a line of battle ahead, and set all possible sail. The chase, one of the most animated on record, lasted throughout the day, although the *Rainbow* was only about six miles from the Americans at daybreak. At about 6h. a.m., another sail hove in sight to leeward, and was soon made out to

be a frigate under British colours. Although the stranger fired two guns to leeward, yet, as she did not answer the private signal, Sir George Collier had considerable doubts as to her nationality. The stranger, however, proved to be the 32-gun frigate *Flora*, Captain John Brisbane; and after crossing the bows of the *Rainbow* on the opposite tack, hove round on the same tack as the *Rainbow*.

The American ships now bore up, and steered different courses. The *Flora* chased the *Fox*, while the *Rainbow* pursued the *Hancock*, and by nightfall the *Flora* and *Rainbow* lost sight of each other. The *Rainbow's* pursuit continued throughout the night, the *Hancock* being near enough to be watched by night-glasses. At daybreak on the 8th, the two ships were only a mile apart, and the *Rainbow* commenced firing her bow guns. At 8h. 30m., the *Rainbow* was within hail, and Commodore Manly was ordered to surrender; but the breeze freshening a little, which it was thought would favour his escape, the order was not attended to, and observing the men going aloft to set studding-sails, the *Rainbow* gave the American frigate a broad-side, whereupon her colours were hauled down.

Thus, after a most arduous chase of thirty-six hours, was captured the finest ship in the American service. The *Hancock* measured 730 tons (being only 100 tons less than the *Rainbow*), and was accounted the fastest sailing ship at that time afloat, but was out of trim and foul. She was armed with long 12-pounders on the main deck, and had on board when captured a crew of 229 men. The *Hancock*, under the name of *Iris*, was added to the British navy. The *Boston* effected her escape; but the *Flora* overtook and recaptured the *Fox* without resistance, which she carried into Halifax, whither she was soon followed by the *Rainbow* and prize. The capture was a very unwelcome blow to the infant navy of the Americans. A court-martial was shortly afterwards held upon Captains Manly and McNeil; and it appearing that the latter had parted company from the *Hancock* unadvisedly, or without orders, he was dismissed the service. Captain Manly was honourably acquitted. Captain Fotheringham was tried by court-martial at Portsmouth for the loss of the *Fox*, on the 3rd of March, 1778, and, together with his officers and crew, honourably acquitted.

The province of Nova Scotia being threatened with an invasion from the eastern parts of New England, Sir George Collier, having under his orders the 32-gun frigate *Blonde*, Captain John Milligan; 28-gun frigate *Mermaid*, Captain James Hawker; and armed vessel *Hope*, Lieutenant G. Dawson, sailed from Halifax to Machias, where he arrived on the 13th of August.

On the morning of the 14th, in the face of a strong opposition from armed bodies on both sides of the river, the marines of the squadron landed and destroyed the fort, and several magazines, and captured a quantity of naval stores. On this service Sir George Collier destroyed a ship laden with masts for the French navy, also three brigs, eleven sloops, and fifteen schooners.

The ship sloop *Beaver*, of fourteen long 6-pounders, Commander James Jones, in the course of this year captured the American privateer *Oliver Cromwell*, of fourteen long 9-pounders, besides ten swivels and ten cohorns, and 150 men, after a lengthened action. The *Beaver* escaped with two men wounded; while the *Oliver Cromwell's* loss amounted to twenty killed and twenty wounded. Captain Jones was rewarded for his meritorious action by promotion, and was shortly afterwards appointed to command the 28-gun frigate *Penelope*, which ship is supposed to have foundered in the West Indies in the year 1782.

On the 4th of September, the homeward-bound fleet from the West Indies under convoy of the 22-gun ship *Camel*, Captain the Hon. William Finch, 14-gun ship sloop *Druid*, and 16-gun ship sloop *Weazel*, Commanders Peter Carteret and Samuel Warren, being in lat. 40° 30' N., long. 50° 17' W., was chased by two large ships. At the time, the convoy was much dispersed, and the largest ship was observed bearing down upon the *Druid*, then about five miles astern of the *Camel*. This was the United States 12-pounder 32-gun frigate *Raleigh*, Captain Thomas Thompson. The American 9-pounder 24-gun frigate *Alfred*, Captain Elisha Hinman, was some miles to leeward. The *Druid* cleared for action, and at 5h. p.m. the *Raleigh*, being to windward, ranged up alongside the *Druid*, hoisted American colours, and ordered the British vessel to strike.

Captain Carteret, undismayed by the overpowering superiority of the foe (the tonnage of the *Druid* being 285 and of the *Raleigh* 697), was not slow to return the American's broadside, and a smart action ensued. Captain Carteret was mortally wounded by the first broadside, and the master killed. Lieutenant John Bouchier then took command, and sustained so vigorous a resistance, that at 6h. p.m. the enemy made sail ahead. The *Druid* endeavoured, with much persevering gallantry, to follow the frigate; but was too much disabled in sails and rigging. At 6h. 20m., the *Raleigh*, having the wind abaft, hauled down her colours, and made sail to leeward to close the *Alfred*.

The *Raleigh* and *Alfred* were now chased by the *Camel* and *Weazel*, but without effect; and the two American frigates

permitted themselves to be driven from the convoy without a single trophy of victory.

CHAPTER IX.

1778.

FRANCE JOINS THE WAR—LORD HOWE'S BATTLES WITH THE FRENCH FLEET—CAPTAIN JONES'S EXPLOITS—ACTION WITH THE FRENCH OFF LIZARD—ANOTHER ENGAGEMENT.

FRANCE, though from the commencement of the struggle the secret abettor and ally of America, at length openly espoused her cause, and Comte d'Estaing was ordered to proceed to America with the Toulon fleet. D'Estaing sailed from Toulon on the 12th of April, but the British Government, though there existed a moral certainty of the French fleet's destination, kept a fleet of thirteen sail of the line under Vice-Admiral Byron in reserve, instead of ordering it to proceed at once to New York. The North American squadron under Lord Howe was miserably small, and had it not been for its withdrawal from the Delaware on the evacuation of Philadelphia, it must have been crushed by the advancing fleet. D'Estaing's fleet was watched coming through the Straits of Gibraltar, by Captain Evelyn Sutton in the *Proserpine*, and that officer conveyed the intelligence to the Admiralty on the 6th of June. Orders were then given to Vice-Admiral Byron to proceed—not to New York—but in search of D'Estaing. The British fleet was overtaken by a heavy gale and dispersed, thus leaving the gallant Howe to defend himself as he best could from his powerful enemy.

On the 7th of July, while the British squadron was lying at Sandy Hook, a lieutenant from the 28-gun frigate *Maidstone*, Captain Alan Gardner, arrived with despatches, announcing that the Toulon squadron had been seen by the *Maidstone* off the coast of Virginia, apparently intending to enter the Chesapeake. Captain Gardner had continued to watch the motions of the squadron, however, and had seen it enter the Delaware; where he left it on the 6th. This intelligence was confirmed by the arrival of the *Roebuck*, Captain Andrew S. Hamond; and while Lord Howe was busy in making preparations to receive a visit from such a superior force, the *Zebra*, Commander Henry Collins, arrived on the 11th, and gave information that on the evening before a fleet of twelve sail of two-decked ships, under French colours, had been fallen in with, steering for New York. At noon on the same day (11th), the French fleet hove in sight, and in the course of the afternoon came to anchor off Shrewsbury Inlet, four miles from Sandy Hook. Lord Howe's situation was not very enviable, for in addition to his squadron being very inferior to that now in sight, his ships were all short-handed.

The British squadron at this time was composed of twelve ships. The French fleet consisted of thirteen ships.

It was, however, gratifying to Lord Howe in this emergency to find himself surrounded by a devoted band of followers. The spirit of patriotism soon extended itself to the crews of the transports and hired merchant ships. A thousand men presented themselves as volunteers. The agents could with difficulty retain a sufficient number of men to take care of their own ships. Not only did this enthusiasm reign among the navy, the soldiers expressed also their readiness and desire to serve on board the ships in lieu of marines. So eager were the noble fellows belonging to the grenadiers and light infantry to devote their best energies to the service at this crisis, that it became necessary to cast lots to determine upon whom the duty should fall. The masters and mates of the merchant ships offered to take their stations at the guns with their men, and in every way evinced their ardent love of country.

It is recorded in particular that Gideon Duncan, the master of a merchant ship, offered to convert his vessel—the only property he had belonging to him—into a fire-ship, and further, to command her, with the determination to lay the French admiral's ship on board while at anchor off the Hook, and this without hope or expectation of reward. The French admiral had arrived too late to gain an undisputed victory over the British. A somewhat tedious voyage, and the chase of the British 28-gun frigate *Mermaid*, Captain James Hawker, which vessel was driven on shore, had delayed their progress. Had more speed been observed, the French fleet might easily have reached the Delaware previously to the evacuation of Philadelphia, when Lord Howe would have been found with only two 64-gun ships, one 50-gun ship, and a few frigates. Thus the total defeat not only of the squadron but of the army must have ensued; and this catastrophe was averted only by a succession of adverse winds.

The British and French forces continued in the same position, Lord Howe daily expecting to be attacked. He therefore placed his ships so as to offer the most effectual resistance. The *Leviathan*, an old 70-gun ship, commanded by Captain Joseph Tathwell, but employed as a store-ship, was brought forward, armed with guns from the park of artillery, and manned with volunteers. This ship, with the *Ardent*, *Nonsuch*, *Trident*, *Somerset*, *Eagle*, and *Isis*, were anchored with springs on their cables in a line stretching from the Hook towards the S.W. point of the spit. Astern of the *Leviathan*, the *Carcass* and *Thunder*, bombs, were placed; and the *St. Albans* and some frigates, stationed inside the line, to render such services as might be required; while the *Vigilant*, *Phoenix*, and *Preston*

were appointed to act as advanced ships, to annoy the enemy in passing the bar. The four galleys were ranged across the narrow part of the channel abreast of the Hook, from which position they could retreat into shoal water. Lord Howe personally sounded the channel and ascertained the peculiar sets of current, from which practical knowledge he formed his plans for defence. A battery of two howitzers, and another of three 18-pounders were erected on the point which the enemy must have rounded before entering the channel; and four regiments, under the command of Colonel O'Hara, were posted there to prevent the enemy from taking possession of the place.

This state of affairs continued until the 21st of July, by which time it appeared, from the less frequent communications with the shore, that the French fleet had completed their water and provisions. On the 22nd, the wind blowing fresh from the northward, Lord Howe expected to be attacked, as at 8h. a.m. the French fleet was observed to be under weigh, and to be working to windward, in order, it was supposed, to gain the proper position for crossing the bar at about 9h., when the tide would best have served. All things seemed to favour the looked-for attack. It was an anxious time for the British admiral; for upon the result of the contest must hang the fate of the British cause in America. Hemmed in and surrounded on all sides by enemies, with no prospect of reinforcements of any kind, the British had enough to damp the ardour of less gallant men; but there still existed the determination to do their duty to the last, and to sell their lives dearly. But there was no despair; and despite the fearful odds against them, there were no anticipations of defeat. To the astonishment of the British, however, Comte d'Estaing made no attempt to bring on an action. After hovering about the entrance till the afternoon, apparently undecided, he at length hauled off to the southward. D'Estaing, however, seemed perfectly satisfied with having made a demonstration of his strength, and shortly afterwards entered Delaware Bay, from whence he proceeded to Rhode Island.

Reinforcements now began to arrive. The 50-gun ship *Renown*, acting Captain George Dawson, came into New York from the West Indies on the 26th of July, having, the day before, passed the rear of the French fleet unobserved. The 64-gun ship *Raisonné*, and 50-gun ship *Centurion*, Captains Thomas Fitzherbert and Richard Braithwaite, were shortly added; and the 74-gun ship *Cornwall*, Captain Timothy Edwards—the first of Vice-Admiral Byron's fleet which reached America—crossed the bar on the 30th. The *Cornwall* had parted company from the admiral in a gale on the 3rd of July. At the same time, all the squadron separated except four ships,

all of which subsequently parted company, and the admiral, in the *Princess Royal*, prosecuted the voyage alone.

On the 8th of August, the French fleet got under weigh at noon, and stood towards the harbour in line ahead, and, after cannonading the batteries, brought up, at 4h. p.m., between Goat Island and Connanicut. The batteries smartly returned the fire of the French ships, being well manned by the seamen of the frigates, and ably commanded by Captain Hugh C. Christian, and Lieutenants Thomas Forrest and William A. Otway. Intelligence of the contemplated attempt on Rhode Island and of M. d'Estaing's movement, reached Lord Howe on the 1st of August; but he was unable to cross the bar until the 6th. He immediately proceeded to Rhode Island, and arrived off that place on the 9th, to the great relief of the British. The sight of Lord Howe's squadron appeared to be enough for M. d'Estaing, who, on the 10th, got under weigh; and, bestowing a passing fire upon the batteries, stood out to sea.

Twelve large sail of the line was a greater force than Lord Howe would have been justified in attacking with the squadron under his command, and especially without having the advantage of the weather gage, at that period considered an important one. During the 10th and 11th, the rival fleets continued in sight of each other, and every preparation was made by Lord Howe for action. In order the better to direct the operations, Lord Howe shifted his flag from the *Eagle* to the *Apollo* frigate. In the night, however, it came on to blow a heavy gale, in which the squadron was dispersed, the *Apollo* disabled by the loss of her fore and main topmasts, and the mainmast sprung; and the other ships more or less crippled. The gale continued several days, which obliged the ships to run for Sandy Hook, where most of the squadron had assembled, when Lord Howe arrived on the 17th.

The French fleet had also been dispersed in the gale, and suffered more severely than the British in masts and spars. The *Languedoc* was totally dismasted; the *Tonnant* lost fore and mizen-masts; and serious damages were sustained by the other ships. On the evening of the 18th of August, the *Languedoc* was fallen in with by the 50-gun ship *Renown*, Captain George Dawson. M. d'Estaing was on board the *Languedoc*; but the ship, being totally dismasted, bore no flag to denote his presence. The *Renown* being under full command, had it therefore in her power to sail round her unwieldy enemy, and pour in her shot; receiving only in return an occasional fire from the stern chase guns. Captain Dawson, on closing the *Languedoc*, hailed and ordered them to show their colours; after which he ordered the upper deck guns to be fired into her, and hauled off to windward.

The sea running very high, it was impossible to fire with much precision; nor was it safe to open the lower deck ports, yet the *Renown* manœuvred so as to pass close under the French 90-gun ship's stern, and to give her the contents of the lower as well as upper deck guns. The *Renown* continued the engagement for a short time; Captain Dawson intending to keep close to the disabled ship during the night, and to renew the action in the morning. Had he, however, given the *Languedoc* a few more broadsides, she must have surrendered; and Captain Dawson would have had credit for his capture. Had he been unable to carry his prize into port, he might have destroyed her. But it happened otherwise, and the first broadside fired by the *Renown* next morning brought six sail of the line to the rescue of the *Languedoc*, from which Captain Dawson had much trouble in making his escape.

The 50-gun ship *Isis*, Captain John Raynor, fought another ship of the French squadron, while the *Renown* was engaged, as just stated, with the *Languedoc*. The 74-gun ship *César*, bearing the flag of Rear-Admiral Bougainville, discovered the *Isis* in the afternoon of the 18th August; and, observing the small size of the ship, made sail in chase. The *César* was as superior in speed as in tonnage, weight of metal, and number of men; and Captain Raynor, no doubt, believed his capture to be inevitable. But it is the ruling principle of a British sailor never to despair while a possibility of escape remains; and he will always endeavour to make up in stratagem for that of which he may be deficient in power. The *César* had cleared for action, and was fast overtaking the little 50-gun ship, the latter being under a heavy press of sail on the weather bow of the French ship.

It was customary, at that period, for French ships to clear the ship for action on the engaged side only, and to stow between the guns of the intended-to-be-disengaged side lumber which, in British ships, is usually thrown overboard. The *César*, according to the prevailing custom had only cleared away her starboard guns, expecting that the *Isis* would keep the weather gage, which she then had. Not so, however, for Captain Raynor suddenly bore up across the *César*'s bows, and brought her to action on the larboard side. By this manœuvre the *Isis* made the *César* a breakwater, and was enabled to ply her guns with steadiness, while the unexpected change in her position caused the French ship's fire to be ineffectual. The *César* soon felt that her antagonist, though small, was ably handled. Captain Raynor, who was well supported by his officers, encouraged the gallant tars at the guns, and the *César* was soon glad to escape from under their hands. She bore up and made all sail before the wind, feeling that her safety consisted in flight.

The *Isis* followed, but the *César* sailed two feet to the British ship's one. The damages of the *Isis* were chiefly confined to her rigging and sails. One man was killed and fourteen wounded. The French ship suffered more severely, having had seventy men killed or wounded, including, among the latter, Rear-Admiral Bougainville (wounded in the arm), and his first lieutenant, with the loss of a leg. Captain Furneaux, late of the *Syren*, was a passenger on board the *Isis*, and distinguished himself during the action; and the Duke of Ancaster was also a volunteer, and was highly spoken of.

An event now occurred in the British waters which caused no slight sensation. The British Government, regardless of the safety of our own shores, had not reserved a squadron of any importance to be employed upon it. A few small ships dispersed about the coasts of England and Scotland were considered sufficient to secure them from insult; the sequel, however, proved the folly of such a presumption. The unprotected condition of many of our seaports, and especially mercantile ports, had been frequently represented to Congress by the American commissioners at Paris, and plans were submitted by Mr. Silas Deane for burning Liverpool, Bristol, and other ports, as far back as 1776. In order to carry this design into execution, it was necessary to procure the services of persons intimately acquainted with the localities to be destroyed, and John Paul Jones was selected for the contemplated work of destruction. Captain Jones was a native of Scotland, and having for years been engaged in mercantile vessels, was well acquainted with the coasts marked out. He was appointed to command the 18-gun ship *Ranger*, in which he left America the beginning of the year.

He arrived at Brest, and having refitted his ship, quitted that port on the 10th of April, 1778. Careful to lose no time, Jones attempted on the 17th to burn the shipping and town of Whitehaven. Two parties landed in the night; the forts were seized and the guns spiked, the few look-outs that were in the works being confined. In effecting this duty, Captain Jones was foremost in person, for having once sailed out of the port, he was familiar with the situation of the place. An accident common to both the parties into which the expedition had been divided, was the principal cause of the object of the expedition being defeated.

They had brought candles in their lanterns to serve for lights and torches, and when it became necessary to use them for the latter purpose, it was found that all had been consumed. As the day was appearing, the party under Lieutenant Wallingford returned to the boat without having effected anything; but Captain Jones sent to a detached building and obtained a candle. With this he boarded a large ship, kindled a fire in her steerage, and by placing a barrel of tar over the spot, soon had the vessel

in flames. Captain Jones and his party then put off under a fire from the shore, and the alarm having been given, the people of the town and shipping came together in great numbers, and extinguished the flames.

Captain Jones's next exploit was at St. Mary's Isle, the seat of the Earl of Selkirk, where a party landed, with Captain Jones at their head, with the view, it is stated, of obtaining possession of the person of the Earl of Selkirk. But his lordship being absent, the party demanded the family plate; this was given, and Paul Jones and his men made off with their plunder. The *Ranger* then crossed over to Carrickfergus, where the 18-gun sloop *Drake*, Commander George Burdon, was at anchor. The *Ranger* had attempted to carry this ship a few days previously by boarding, but owing to the anchors not having been let go in time, the *Ranger* was obliged to slip and stand out to sea again. On the 24th of April, the *Ranger* having made her appearance off the bay, Captain Burdon sent a boat out to reconnoitre, which boat went alongside, and the officer and crew were of course made prisoners.

Observing the capture of the boat, the character of the stranger was no longer doubtful; and the *Drake* was shortly afterwards under sail and working out of the harbour. It was dusk before the *Drake* arrived up with the *Ranger*, when an action commenced, but the night coming on very thick, the combatants parted. On the 25th, the action was renewed by the *Drake*, notwithstanding the superior force to which she was opposed; but after an action of rather more than an hour, Captain Burdon and his only lieutenant (William Dobbs) being killed, and twenty-two of her crew killed or wounded, besides being much crippled in her spars, the *Drake* surrendered. Captain Jones carried his prize into Brest, previously landing his prisoners on the coast of Scotland.

The conduct of France at length drew down the anger of the British; and a fleet was fitted out, the command of which was conferred upon Admiral the Hon. Augustus Keppel. The French had a powerful fleet in Brest, consisting of fine new ships.

On the 12th of June, Admiral Keppel put to sea, with twenty sail of the line, three frigates, and a fire-ship, having discretionary power. On the 17th, being off the Lizard, two frigates and a schooner were discovered, which the admiral ordered the *Arethusa* and *Milford* to pursue. The 32-gun frigate *Arethusa*, Captain Samuel Marshall, towards night arrived up with the stranger, which was the French 40-gun frigate *Belle-Poule*. Captain Marshall hailed, and requested the stranger to accompany him to the admiral. This request being refused, the *Arethusa* fired a shot across the French ship's bows, and received in return her broadside. The action then

commenced, and continued at close quarters without intermission for two hours, when the *Belle-Poule* made sail, and, being less cut up in sails, succeeded in getting under the land. The *Arethusa* was in a disabled condition, and had eight men killed and thirty-six wounded. The *Belle-Poule* had four officers and forty-four men killed, and fifty wounded.

The 12-gun cutter *Alert*, Commander W. G. Fairfax, gallantly attacked the schooner, having first hailed with the same result as the *Arethusa*. After some little fighting, Captain Fairfax laid the schooner alongside, and, after much hard fighting, carried her. The schooner was the *Courier*, mounting ten guns, with a numerous crew, of which she had five killed and seven mortally wounded. The *Alert* had two mortally and two severely wounded.

The *Milford*, Captain Sir William Burnaby, and the 74-gun ship *Hector*, compelled the other frigate to haul down her colours. This was the 32-gun frigate *Licorne*. On the 18th, the French 32-gun frigate *Pallas* was also detained by the British fleet, and sent into Plymouth; and Admiral Keppel, having obtained intelligence from this ship that the French fleet consisted of thirty-two sail of the line, returned to Spithead for a reinforcement.

On the 11th of July, the British fleet, consisting of thirty ships, departed in search of the French.

The French King, using the capture of the frigates as a pretext, gave orders for his fleet to make reprisals. Comte d'Orvilliers sailed from Brest on the 8th July, with one ship of 110 guns, one of ninety-two, three of eighty, thirteen of seventy-four, twelve of sixty-four, and one of fifty guns, and thirteen frigates. The admiral's flag was in the 110-gun ship *Bretagne*, the largest and finest ship afloat. This fleet, exclusive of the frigates, carried 2222 guns; but although the British fleet carried more, the advantages arising from the heavier metal of the French ships, and their superior sailing qualities, more than compensated for the deficiency. In number of men the French greatly exceeded the British.

On the 23rd of July, the two fleets came in sight; but the French, being to windward, evaded every attempt to bring on an action. On the 27th, the British fleet, in consequence of the chase and variableness of the wind, was much separated; and the wind shifting about four points, enabled it to lay up for the French fleet. To bring his fleet into a more compact order, Keppel signalled several ships of Sir Hugh Palliser's division to chase to windward. At 9h. a.m., the French fleet formed on the starboard tack, the British being then on the larboard, close hauled. At 10h. 45m., being then upon the weather quarter of the enemy, the British fleet tacked; but the wind heading a

little, threw the British more to leeward. Soon afterwards a dark squall came on, which obscured the two fleets from view of each other for nearly half an hour, and on its clearing off the wind fell light, and the French fleet was observed endeavouring to form on the larboard tack. Having fallen to leeward in the squall, the French admiral found that he could not cross the British with his whole fleet, and therefore determined on bearing up and passing along the British line to windward with his most advanced ships.

At about 11h. 45m., the *Victory* opened fire upon the *Bretagne*, to which succeeded the *Ville de Paris*, ninety-two, and each ship of the French line as she passed to windward. The British van escaped with little danger or loss; but the rear division, under Sir Hugh Palliser, suftered considerably, owing to the slow progress of the French ships when becalmed by the cannonading. At 1h. 30m. p.m., the French fleet having passed along the British line, Keppel made the signal to wear and follow the enemy, and the *Victory* and other ships of the Blue division wore accordingly; but many having received several shot between wind and water on the starboard side, found it impracticable to continue on the larboard tack. The admiral therefore wore round upon the starboard tack, and edged away, to be ready to cover his disabled ships in case the French admiral should attempt to renew the action. After passing the British line as described, the French admiral came to the wind on the starboard tack, on the lee-beam of the British fleet; but, owing in part to some misunderstanding of Sir Hugh Palliser, who did not close with the Blue or Keppel's division as they edged away in chase, the action was not renewed. This has been attributed to the bad code of signals in use at the time, which caused much delay in sending messages by frigates. Courts-martial ensued upon Admirals Keppel and Palliser; but the whole became a party squabble, and the different partisans gave so varied a colour to the transactions that it is most difficult to say to whom the blame of not renewing the action really attached. The loss of the British fleet was 153 killed and 373 wounded. The French loss amounted to 163 killed and 519 wounded.

CHAPTER X.

1779.

BRITISH AND FRENCH FLEETS IN WEST INDIES—SEVERE ACTION—EXPEDITIONS ON THE AMERICAN COASTS—DEFEAT OF THE AMERICAN FLEET—CAPTAIN JONES'S GREAT FIGHT OFF SCARBOROUGH—FIGHTS WITH THE SPANISH.

COMTE D'ESTAING, whose proceedings on the North American coast we have just noticed, having quitted the latter, steered for

the West Indies, when the fleet under his command comprised two 80-gun ships, twelve of seventy-four, eight of sixty-four, and three of fifty guns; besides ten frigates. The British force on the station consisted of twenty-one ships.

D'Estaing overpowered Grenada after a defence, which cost the besiegers nearly 400 men, and also took the island of St. Vincent. This latter Vice-Admiral Byron determined to recapture, and departed from St. Lucia on the 3rd of July, in order to attempt it, having in company a fleet of transports, with troops under Major-General Grant. Being off St. Vincent's, intelligence was received that a large fleet had been seen steering for Grenada, and thither the British fleet proceeded. At daybreak on the 6th, the French fleet was observed in St. George's Bay getting under weigh with a light air of wind. The Vice-Admiral, deeming the enemy's force inferior, made the signal for a general chase to the south-west, and for each ship to engage as she arrived up. The leading British ships close hauled on the larboard tack were, the Prince of Wales, Boyne, and Sultan, and they having a fresh sea-breeze from east-north-east, while the French were nearly becalmed under the land, were at 7h. fired upon by the enemy, but at too great a distance to cause much execution. As the sea-breeze extended itself to the French fleet, the ships, before lying in a cluster, were enabled to form their line of battle by bearing away on the starboard tack across the bows of the British. The enemy's force was then first discovered to be superior; but, notwithstanding their great superiority, Vice-Admiral Byron made the signal for a close engagement.

It was here that the superior sailing of the French ships became observable. All the French ships were coppered, and for the most part fine large ships; but not so the British. The Prince of Wales, Boyne, and Sultan gallantly commenced the action at about 7h. 30m. a.m., and the whole British line soon afterwards became exposed to the enemy's fire, as the French fleet passed to leeward, steering about north-west. The Grafton, Cornwall, and Lion, being the British rear ships and to leeward of their stations, suffered very much, being exposed to the fire of the whole French line, and the Monmouth, having bore up to close the enemy's van, was completely disabled. It appears possible that, had the fleet bore up together at this time a close and decisive action might have been brought on.

The opportunity was lost when the two fleets had passed; for D'Estaing, having at 10h. cleared the British rear, tacked, and hauled close to the wind, with the intention of cutting off the disabled British ships and the transports. To frustrate this design, Vice-Admiral Byron tacked and bore up to their support, and the French fleet was enabled to escape to windward.

The ships which sustained most damage were the *Monmouth*, *Grafton*, *Cornwall*, and *Lion*; the latter lost her fore and main topmast, and was reduced to an unmanageable state. The British loss was 183 killed and 346 wounded. The French loss amounted to 1200 men killed and 1500 wounded.

D'Estaing returned to St. George's Bay, and the British made sail for St. Christopher's, and anchored in Basseterre Roads on the 15th of July. While Vice-Admiral Byron was refitting his fleet, D'Estaing appeared off the roadstead with twenty-eight sail of the line, but did not venture upon an attack, and the British fleet not being then in a condition to put to sea, the enemy, after parading some time, made sail for Cape François.

The North American squadron during the active portion of this year was under the command of Commodore Sir George Collier. His squadron consisted of the 64-gun ship *Raisonné*, bearing his broad pendant, and twenty-four sloops and smaller vessels. Sir Henry Clinton, commander-in-chief of the forces, having received intelligence that the Americans had collected a great quantity of stores and magazines in Virginia, determined if possible to destroy them. He concerted with Sir George Collier, and embarked a body of 2500 infantry, under command of Major-General Edward Matthew. Sir George Collier undertook the command of the naval part of the expedition, and with the *Raisonné*, *Rainbow*, and *Otter*, Captains Francis H. Evans and Richard Creyk, and *Diligent* and *Haerlem* sloops, and *Cornwallis* galley, sailed from New York on the 5th of May.

The expedition arrived off the Cape of Virginia on the 8th. On the 9th, shipping were observed at the entrance of James's River getting under weigh, and afterwards running up Elizabeth and James rivers. The squadron anchored in Hampton Roads, and as soon as the tide made up, Sir George shifted his broad pendant to the *Rainbow*, she drawing less water, and proceeded up the Elizabeth River with some of the smaller vessels in pursuit of the American shipping, and also to land the troops. On the 10th it was calm, and the squadron being unable to sail higher up, owing to the want of wind and intricacy of the channel, Major-General Matthew embarked the first division of troops in flat boats, and under cover of the *Cornwallis* galley, and two gun-boats, proceeded to the intended place of debarkation, about five miles distant. At 3h. p.m. the troops landed at the Glebe, three miles below the town of Portsmouth, and beyond the range of the heavy guns of Fort Nelson. A breeze enabled the *Rainbow* and squadron to follow; and the whole of the troops effected a landing.

While General Matthew was making preparations to invest

Fort Nelson, the garrison, finding their retreat would be cut off if the preparations were completed, evacuated the fort before the British could obtain command of the south branch of the river. The army then took possession of Portsmouth, where the troops encamped, the inhabitants having fled. Previously to evacuating Fort Nelson, the Americans set fire to the ships building in the dockyard, including a fine frigate just ready for launching. The flames quickly spread, and several vessels were involved in the destruction. The troops under Colonel Garth effected the destruction of the magazines, and also obtained possession of Norfolk. Immense quantities of provisions and stores were captured or destroyed at these places.

Sir George Collier, thinking that many of the enemy's vessels had penetrated higher up the river, despatched in pursuit the Cornwallis galley, two gun-boats, four flat boats, and four privateers, all under the command of Lieutenant Rose Bradley, assisted by Lieutenants Hitchcock and Johnson. The party succeeded in capturing and burning a great number of vessels, some on the stocks and nearly completed. The 14-gun privateer *Black Snake*, which was one of the vessels captured, offered a stout resistance. After being cannonaded by the gunboats for some time, she was at length boarded and carried with loss of part of her defenders; and two men belonging to the British were wounded. While the transports and squadron were engaged in the Elizabeth River, Captain Creyk, in the *Otter*, with a squadron of small craft, was despatched by Sir George Collier up the main branch of the Chesapeake. This expedition succeeded perfectly. Many vessels valuably laden were captured and destroyed. Fort Nelson was razed; and on the 17th, a strong detachment of the 42nd regiment, under Colonel Stirling, escorted by gun-boats, destroyed a large quantity of public stores at Kempe's landing in Princess Anne county.

On the 22nd, another expedition destroyed six vessels on the stock in Tanners Creek, including a privateer pierced for sixteen guns, and nearly ready for launching. The intrinsic value of the naval and military stores shipped on board the transports and conveyed to New York was considerable, and the loss to the Americans was incalculably severe. The number of vessels captured or destroyed exceeded 130, including one 24-gun ship almost rigged, one 36-gun frigate nearly finished, and five privateers of eighteen, sixteen, and fourteen guns. The squadron returned to Sandy Hook on the 28th of May, having seventeen valuable prizes in company.

Sir Henry Clinton, considering it desirable to establish a post on the Penobscot, had given orders to Brigadier-General McLean, who commanded the forces at Halifax, to detach such

part of the troops as he could safely spare for that purpose. General McLean personally took command of the expedition. The troops destined for this service accordingly embarked, and sailed from Halifax under convoy of the sloops of war Albany, North, and Nautilus, Commanders Henry Mowatt, Gerard Selby, and Thomas Farnham. On the 16th of June the expedition reached Penobscot Bay, and landed a body of troops on the peninsula of Majebigwaduce, consisting of 450 of the 74th regiment, commanded by Lieut.-Colonel Campbell, and 200 of the 82nd.

Here they made every exertion to clear the land, in order to build a fort; but the difficulties with which they had to contend were so great that the end of July still found them unprepared to contend against the enemy, which was advancing to drive them from their position. On the 21st of July, General McLean received information that a considerable armament had sailed from Boston for the purpose of attacking him, under the command of General Lovell and Commodore Saltonstall. The works were at this time in a very unfinished state, but immediate preparations were made for the due reception of the enemy. The crews of the three sloops of war were actively employed assisting to throw up batteries and mount guns, and the best possible use was made of the available means.

On the 25th of July the American flotilla, consisting of thirty-seven sail, came in sight, and the armed vessels, whose united force amounted to 330 guns and 2150 men, in three divisions, attacked the defences of the British, while the land forces, numbering about 1000 more, embarked in boats and endeavoured to effect a landing. The sloops of war and temporary batteries, however, gave the assailants so warm a reception that they retired; and the attempted landing was also frustrated. Active operations were carried on until the 12th of August, in the course of which the Americans obtained possession of the islands on the south side of the harbour, and effected a landing on the peninsula, where they erected powerful batteries.

General McLean having been informed that an attempt to storm the works would be made on the night of the 12th, made every preparation for defence; but the Americans suddenly abandoned their camp and works, and re-embarked their troops, baggage and artillery. This unlooked-for retreat was soon, however, accounted for by the arrival of a British squadron in the bay on the 14th, under Sir George Collier, consisting of seven ships.

Sir George Collier's approach was known to the Americans by means of their look-out vessel, but was an agreeable surprise to General McLean and his gallant band. On the squadron

entering, the Americans appeared disposed to dispute the passage, and formed a crescent across the river; but this was mere show, for on the advance of the *Blonde*, *Virginia*, and *Galatea*, the enemy bore up in the greatest confusion, without firing an effective shot. Although the Americans could not perhaps have made a very successful resistance, yet so precipitate a flight was not creditable, as their squadron amounted to eighteen ships of various sorts.

Sir George Collier, observing the pellmell retreat of the enemy without waiting to form his squadron, threw out the signal for a general chase. The *Hunter* and *Defence* endeavoured to escape by the west passage of Long Island, but finding it impracticable, the former ran ashore under all sail, and the latter entered a small creek, in the hope of escaping observation. This being seen by Sir George Collier, he despatched Lieutenant David Mackay, of the *Raisonnable*, with fifty men, to board the *Hunter*; and Captain Collins, in the *Camilla*, was directed to proceed after the *Defence*. Lieutenant Mackay succeeded in obtaining possession of the *Hunter* without loss, but the *Defence* was set on fire by her own crew on the approach of the *Camilla*.

The British squadron, now including the sloops of war *Albany*, *North*, and *Nautilus*, which had quickly repaired the damages sustained during the siege, continued the pursuit of the flying enemy, but at the imminent risk of their own safety, from being ignorant of the pilotage, and from the narrowness and intricacy of the channel. Added to the danger arising from such difficulties was that caused by the burning ships on each bank of the river. The *Hampden*, being closely pursued and unable to escape by running ashore, surrendered; but the *Warren* was set on fire by her own crew, and destroyed. A more finished day's work was never performed; twenty-four sail were completely destroyed by the enemy or by the pursuers, not one vessel escaping. The American force thus taken and destroyed had on board 3000 men. Sir George Collier returned once more victorious to New York with his prizes, where he found Vice-Admiral Arbuthnot, who had just arrived from England to take command of the squadron.

From the time that Captain John Paul Jones returned to Brest in the *Ranger* with his prize, the *Drake*, until early in 1779, that individual had been vainly soliciting employment under the French or American flag. His importunity at length succeeded in inducing some members of the French Government to place under Jones's command a ship named the *Duras*, formerly an *Indiaman*. Ships of this class were at that period built very strong, and fit to carry either cargo or guns, and it was no uncommon thing to find them employed as ships of war.

Their scantling was stout, and their ports large, and properly fitted for guns of good calibre. The *Duras*, which name was subsequently changed for that of *Bon Homme Richard*, was fitted out at L'Orient, under the personal direction of Captain Jones.

The squadron with which Captain Jones sailed from L'Orient, consisted exclusively of the ship he commanded, of the American 36-gun frigate *Alliance*, Captain Pierre Landais, French 32-gun frigate *Pallas*, Captain Nicolas Cottineau, French armed 14-gun brig *Vengeance*, Captain Philip N. Ricot, and French 14-gun cutter *Cerf*, Captain Joseph Varage. Before quitting L'Orient, the whole of the above-named officers signed an agreement giving to each an independent authority, and which stamped the expedition as a privateering one. Although ostensibly under the American national flag, and nominally under the commission of that Government, the orders of the French Minister of Marine and the American Commissioners at the court of France were to be executed.

On the 23rd of September, being off Flamborough Head, the Baltic fleet, under convoy of the 44-gun ship *Serapis*, Captain Richard Pearson, and armed 22-gun ship *Countess of Scarborough*, Captain Thomas Piercy, was descried. As at this time the dockyards of England, in common with those of her hostile neighbours, were very deficient of stores, the importance of this convoy was very great; and it leaves discredit upon the British naval authorities of that day, that it was intrusted to so puny an escort. Of all classes of ships belonging to the British navy during the last century none surpassed in bad qualities the 44-gun ship on two decks; the two-decked 50-gun ships were bad enough, but the 44-gun ships were infinitely worse. Their lower deck ports were so close to the water's edge that it was impossible to open them with safety in a sea-way, besides which the space between decks was so low as to render it extremely difficult to work the guns. On the other hand, the upper deck had only a light breast-high bulwark. The *Serapis* was one of this useless class of vessels, and being quite new, had not had an opportunity of proving her many defects until brought into the presence of a superior enemy.

In a letter from Captain Pearson, preserved among the Admiralty records, it is stated that the lower deck guns were so long and unwieldy as to prevent their being easily run in, and that the 12-pounders on the main deck were old, and their vents so large that great part of the powder exploded through them! Yet thus imperfectly armed did this ship proceed on a service of considerable moment! The *Serapis* measured 886 tons, and her armament consisted of twenty long 18-pounders on the lower deck, twenty-two long 12-pounders on the main deck, and two

long 6-pounders on the forecastle; total—forty-four guns. Mr. Cooper greatly misstates the force of the *Serapis* when he describes it as “twenty 18-pound guns, twenty 9-pound guns, and ten 6-pound guns, making an armament of fifty guns in the whole.”

Captain Pearson having received information from the bailiffs of Scarborough, that the squadron of Paul Jones was off the coast, on seeing the strangers instantly made the signal for the ships under his convoy to bear up under the lee of the *Serapis*. But although he endeavoured to enforce the signal with guns, his orders were disregarded until noon, when some of the most advanced of the merchant fleet got sight of the enemy. They then tacked and stood inshore for Scarborough, letting fly top gallant-sheets as a signal for an enemy. The *Serapis* was soon under all sail stretching off shore to get a sight of the enemy's squadron, which at 1h. p.m. was seen from the masthead. Captain Pearson, observing the enemy's force to be three large ships and a brig, made a signal to the *Countess of Scarborough* to join, and hove to for the purpose of allowing her to close.

At 4h. p.m. the enemy's squadron was seen from the deck, bearing down with a light breeze from the southward and westward. At 6h. the *Countess of Scarborough* having closed the *Serapis*, both ships tacked with their heads inshore, the better to cover the retreat of the convoy, both ships being then on the larboard tack, and the *Countess of Scarborough* the headmost. The enemy's force was by this time distinctly seen to be a two-decked ship and two frigates; but from their being end on, no colours were visible. At about 7h. 20m., the two-decked ship brought to on the larboard bow of the *Serapis* within musket-shot, when Captain Pearson hailed her and asked, “What ship is that?” An answer was returned, “The *Princess Royal*.” Captain Pearson then asked from whence they came, to which an evasive answer was returned, when Captain Pearson said he would fire into them if they did not answer his question directly. A gun was then fired from the stranger, in return for which the *Serapis* gave her a broadside. Both ships were under topsails and top-gallant sails.

The *Richard* returned the fire of the *Serapis*, and several broadsides were exchanged, when the American ship hove all aback, and dropped on the quarter of the *Serapis*. Mr. Cooper, who quotes Lieutenant Dale's authority, states that, at the second broadside, two of the six guns that were in the gun-room of the *Bon Homme Richard* “burst,” blowing up the deck above, and killing or wounding a large proportion of the people that were stationed below, and that this disaster caused all the heavy guns to be instantly deserted. The same story is told by Captain Jones. Captain Pearson, however, makes no mention

of the alleged calamity; and most assuredly, had such an accident occurred, it must have been observed from the *Serapis*.

Indeed, when it is considered that the renowned Commodore Decatur, as will be hereafter shown, attributed the escape of the *Belvidera*, in 1812, to the bursting of *one* gun on board the *President*, we think Commodore Jones would have been justified in at once hauling his wind and quitting the *Serapis* after such an event as the bursting of two. But the facts, as stated by Captain Pearson, show that the ship was not disabled, and that she merely dropped astern, probably with the view of attempting the manœuvre of raking the *Serapis* by bearing up under that ship's stern. But the *Richard*, after dropping upon the weather quarter of the *Serapis* in the manner described, filled again and ran the British ship aboard on the weather or larboard quarter. An attempt was then made to board, but which was at once repulsed, and the *Richard* again dropped astern.

The yards of the *Serapis* were now backed to enable her to get square with her antagonist; but having gathered too much stern way, the *Richard* was able to fill and stand across the bows of the *Serapis*. This manœuvre, however, did not wholly succeed, as the mizen shrouds of the *Richard* caught the jib-boom of the *Serapis*, and, the spar giving way, the ships dropped alongside each other head and stern. The spare anchor of the *Serapis*, having entered the quarter galley of the *Richard*, held the ships fast, and a furious action then took place, the muzzles of the guns touching. This contact occurred, by Captain Pearson's calculation, at 8h. 30m. p.m. From this time till 10h. 30m. the cannonade lasted uninterruptedly; but the contest had ceased to be an equal one. The 12-pounder 36-gun frigate *Alliance*, shortly after the *Serapis* and *Bon Homme Richard* had got foul in the manner described, bore down upon the combatants, and "sailing round them," poured in a galling fire, to which no return could be made from the *Serapis*.

Captain Jones, for some reason of his own, thought proper to stigmatise Captain Landais with treachery, and therefore charged him with directing his guns at the American ship instead of the British. The absurdity of this argument, upon which great stress is laid in all the American accounts, is sufficient to dispose of it. Had the *Alliance* united her fire with that of the *Serapis* in the manner stated, the *Bon Homme Richard* must inevitably have been sunk in an hour. Captain Pearson, therefore, having two opponents to contend against, soon found his case a bad one; and to add to the difficulty of his position, an accident occurred which destroyed his hopes of success. The lower deck battery, for an hour after the ships had come in contact, had kept up a continuous fire; but at

9h. 30m. a hand-grenade, which had been thrown into one of the lower deck ports, ignited a quantity of powder, and caused a most destructive explosion fore and aft the deck. It is supposed that the supply of powder from the magazine had been handed up faster than it could be used, and that an accumulation had consequently taken place. The *Serapis* had been on fire in at least a dozen places from combustibles thrown on her deck; but still no thought save of victory was entertained.

The condition of the *Bon Homme Richard* was no less desperate, and had not a third ship been at hand her capture would have been certain. At this juncture a *ruse* was tried, which, though natural and excusable enough in a privateer, is not to be justified in a national ship of war. "At 10h. p.m.," says Captain Pearson in his official letter, "they called for quarter from the ship alongside, and said they had struck. Hearing this, I called upon the captain to know if he had struck, or if he asked for quarter; *but no answer being made after repeating my words two or three times*, I called for the boarders, and ordered them to board, which they did; but the moment they were on board they discovered a superior number lying under cover with pikes in their hands, ready to receive them, upon which our people instantly retreated into our own ship, and returned to their guns."

Captain Jones, in his letter reporting the action, admits that some of his crew called for quarter, and in his *Memoirs* states that the gunner, believing the ship to be sinking, was among the number. Jones also acknowledges that he heard Captain Pearson's hail, to which for a time he paid no attention, but at length answered, "I have not dreamt of such a thing, but am determined to make you strike." At this time also the ensign of the *Bon Homme Richard* was hanging over the stern in the water, the staff having been shot away. These admissions are sufficient to warrant a belief that calling for quarter was a deliberate *ruse*, and that its object was to entrap a number of the *Serapis's* men on board, with probably the captain at their head, and so gain a mean and unfair advantage. Had Captain Jones or Lieutenant Dale replied to the hail of Captain Pearson, as honourable men would have done, the alleged unauthorised act of calling for quarter would have been negatived immediately. Coupling this with the fact that there was a large party of the enemy's crew lying in wait with pikes ready to receive unwary boarders, we cannot avoid terming the whole as a premeditated and most dishonourable transaction.

The action continued till 10h. 30m. p.m. The *Alliance* had taken up her position under the stern of the *Serapis*, from which she was able to rake the British ship with impunity. Captain Pearson was left almost alone upon the quarter-deck. Many

of his officers were killed or wounded, and two-thirds of his crew *hors de combat*. His ship was a wreck, the lower masts in a tottering state, and resistance could not hopefully be prolonged. Captain Pearson therefore reluctantly ordered the colours to be struck in order to save the remainder of his gallant crew, and at the same moment the mainmast fell over the side. His duty had been performed. The convoy was safe, and the cruise of Paul Jones spoiled.

Immediately the ship struck, Captain Pearson and his first lieutenant were hurried on board the *Bon Homme Richard*, which they found in a sinking state, her quarters on the lower deck having been completely driven in, and all her lower deck guns dismounted. The ship was also on fire in two places, and had six or seven feet water in her hold. The water gained so rapidly during the night that it was found necessary to remove the crew and prisoners to the *Serapis*; but before all the wounded could be got out the *Richard* sank. Captain Pearson, in his official letter, states that the *Bon Homme Richard* "sank with a great number of her wounded people on board"; but this has been contradicted by the advocates of Captain Jones. It is, however, so exceedingly probable that one is more inclined to think Captain Pearson's statement the most correct.

CHAPTER XI.

1780—1782.

BATTLE WITH SPANISH FLEET—BATTLE WITH FRENCH IN WEST INDIES—FURTHER ENGAGEMENTS IN WEST INDIES—BATTLE WITH THE DUTCH AT DOGGER BANK—SEVERAL ENGAGEMENTS WITH THE FRENCH.

In 1780 the fleet of Admiral George B. Rodney, consisting of twenty-one sail of the line and nine frigates, while on its outward voyage for the relief of Gibraltar, captured on the 1st of January a Spanish squadron belonging to the *Caraccas* Company. This squadron, commanded by Commodore Don Juan Augustin de Yardi, in the 64-gun ship *Guipuscoano*, comprised six ships of war; and the convoy, variously freighted, consisted of fifteen sail. Having arrived off Cadiz, Admiral Rodney received information that a Spanish fleet of fourteen sail of the line, commanded by Admiral Don Langara, was cruising off Cape St. Vincent, and made preparations for action.

On the 16th of January, at 1h. p.m., Cape St. Vincent bearing north, distant four leagues, a fleet was discovered in the south-east quarter, upon which the signal was made to bear up east in line. At 2h. Admiral Rodney, perceiving that the strange fleet was the one of which he had intelligence, and that the ships were crowding all sail to escape, made the signal for

a general chase. The wind was blowing strong from the westward, with hazy weather. The coppered ships gained rapidly in the pursuit; and shortly after 4h. p.m., the 74-gun ships *Defence*, *Bedford*, *Resolution*, and *Edgar*, Captains James Cranstons, Edmund Affleck, Sir Chaloner Ogle, and John Elliot, commenced firing on the enemy, retreating in great disorder. The 64-gun ship *Bienfaisant*, Captain John Macbride, having at a little before 5h. got up with the Spanish 70-gun ship *San Domingo*, the latter blew up with a tremendous explosion, and every man perished. One man, picked up by the *Pegasus*, was in so dreadful a state that he expired before reaching Gibraltar. The action was continued during the night, which was dark and squally; but at 2h. a.m. on the following morning Admiral Rodney, conceiving the enemy's ships to be all so disabled as to prevent their escaping, and the wind having increased to a gale, ordered the fleet to heave to. The Spanish losses were six vessels captured and one blown up.

The morning was further advanced when the signal was made to the admiral that the fleet was in shoal water; and it then became necessary to get the ships' heads off shore. Two of the prizes, the *San Julian* and *San Eugenio*, on board which prize crews had been put—but from which, on account of the weather, it was found impossible to remove the officers and crews—being greatly damaged in their masts, were unable to get off shore with the rest of the fleet, and the prize crews were overpowered by the Spaniards, who carried the ships into Cadiz. The *Phoenix*, accompanied by the *Defence* and *Bienfaisant*, parted company from the fleet, and arrived at Gibraltar two days after the action.

Admiral Sir George Bridges Rodney, commander-in-chief of the West India station, blockaded the French fleet, under Comte de Guichen, lying in Fort Royal Bay, Martinique; but, on the night of the 15th of April, this fleet, consisting of twenty-three sail of the line, five frigates, a corvette, a lugger, and a cutter, eluded the vigilance of the British admiral and put to sea. The French fleet comprised two 80-gun ships, eleven of 74 guns, and ten 64-gun ships; and the British fleet twenty line-of-battle ships and six frigates.

On the 16th of April, Sir George Rodney got sight of the enemy bearing north-west, and about eight leagues to leeward of the Pearl Rock, and made the signal for a general chase. The wind was southerly, and at 5h. p.m. the two fleets had shortened the distance between each other so much that the force of each was plainly discernible, and at sunset Sir George Rodney formed his fleet in line ahead, and ordered the frigates to keep sight of the enemy during the night. At daybreak on the 17th, the wind continuing southerly, the British fleet, in line ahead on

the starboard tack, was to windward of the enemy, who was observed forming on the same tack.

At 6h. a.m. Rodney, judging from the state of the French fleet that an attack on their rear would be attended with success, communicated his wish by signal; and, having ordered his fleet to wear and form the line on the larboard tack, at one cable's length distance, he continued under easy sail till 8h. 30m. Having, by this time, reached a desirable position, and being at no great distance to windward, Sir George Rodney made the signal to bear up in line abreast, and commence the action. This manœuvre, however, was adroitly frustrated by the French admiral, who, observing that his rear was about to be attacked, also wore round on the larboard tack, thereby reversing his line.

Sir George Rodney, thus foiled in his design, hauled to the wind on the starboard tack, and stood on until 11h. a.m., when, being nearly parallel with the French fleet, he made the preparatory signal, and a little before noon made that for the fleet to bear up in line abreast, and close the enemy. Orders so clear and explicit, joined to the example of the commander-in-chief and the ships near him, could scarcely have been misunderstood; yet several ships of the British van division, led by Captain Robert Carkett, kept their luff, and endeavoured to bring to action the French van ships. Sir George Rodney, in the *Sandwich*, brought to action a French ship which was astern of *De Guichen*, and was nobly supported by Rear-Admiral Rowley and the rear division; and, but for the unfortunate mistake of the British van ships, a decisive action must have ensued. After engaging till 4h. p.m., the French fleet bore up and made sail before the wind, while, from the disunited and crippled state of the British fleet, it was found inexpedient to pursue the enemy. The killed and wounded were—killed 120, and wounded 362.

Captains Carkett and Bateman were severely dealt with, and the latter dismissed the service by a court-martial, but immediately afterwards reinstated. That their conduct proceeded from error in judgment only, is to be inferred from their previous gallantry. Rear-Admiral Hyde Parker, who commanded the division, was, in strictness, answerable for the disobedience, as it was termed, but, more properly, misconstruction, of the admiral's signals. Why did he not bear up in obedience to the signal? Captain Carkett, it will be remembered, was the first lieutenant of the *Monmouth*, when she captured the *Foudroyant*, and the same who nobly fought the ship after Captain Gardiner's death; neither ought Captain Bateman (who had more killed and wounded on board his ship than his rear-admiral) to have been selected as a victim to appease the disappointment of the public.

On the 16th of April, a squadron consisting of five line-of-battle and four frigates, together with a large convoy, lying in Porto Praya Bay, St. Jago, was attacked by a French squadron under Commodore Suffrein. Commodore Johnstone, considering the neutrality of the port a security, was engaged in watering the ships, and had taken no measures for their defence. From the shoalness of the water inshore, however, the *Hero*, *Monmouth*, *Isis*, and *Jupiter* were compelled to anchor outside, and opposed their broadsides to the entrance. The British ships were in this unprepared state, and great part of the crews on shore, when the French squadron, at about 9h. 30m. a.m., appeared in the offing. The men were immediately recalled from the shore, and the ships put in the best posture which the time permitted for defence.

The French squadron, consisting of five sail of the line (74-gun ships *Héros* and *Hannibal*, and 64-gun ships *Artisan*, *Sphynx*, and *Vengeur*), and several frigates and smaller vessels, in all eleven sail, having a fine breeze of wind, rounded the east point of land at 10h. 45m., and stood in line of battle towards the British squadron. Shortly afterwards Commodore Suffrein, in the *Héros*, dropped anchor abreast of the *Monmouth*, intending to bring up with a spring on the cable, and engage that ship; but having too much way, the cable parted and the ship drove alongside the *Hero*. Suffrein was followed by other ships, and in a short time the firing became general. So well, however, did the two outermost British ships fight their guns that the French were beaten off with considerable loss. All except the *Hannibal* succeeded in getting out of the bay without difficulty; but that ship, being totally dismasted, was completely in the power of the British. But she was permitted to escape with a small sail set on the stump of her foremast, and was subsequently taken in tow by a French frigate.

After some deliberation, Commodore Johnstone determined upon going in pursuit of the enemy; but, being accompanied by part of the convoy, he did not gain much in the chase, and at sunset returned to Porto Praya. The loss sustained by the British was thirty-six killed and 147 wounded. The French made one capture among the East-India ships, but this vessel was retaken by the squadron on the next day.

On the 29th of April, an action took place off Fort Royal Bay, Martinique, between the British and French fleets under Rear-Admiral Sir Samuel Hood and Comte de Grasse. The French fleet was greatly superior in point of force, and also possessed the advantage of the wind, as well as superior sailing qualities, but the French admiral declined bringing on a decisive engagement; and it was not in the power of the British fleet to do so. The total loss sustained by the British fleet was thirty-

six killed and 161 wounded, and the French loss, 119 killed and 150 wounded. The Centaur and Russel received much damage in their hulls; the latter was reduced to a sinking state, and with difficulty reached St. Eustasius. The two fleets remained in sight for several days, but no action of consequence ensued.

We have next to record a very sanguinary battle familiarly known as the Dogger Bank action. The British squadron, under Vice-Admiral Hyde Parker, being off the Dogger Bank, on its return to England with the Baltic convoy, consisted of seven line of battle and six frigates.

On the 5th of August, at daybreak, a Dutch squadron, commanded by Rear-Admiral Zoutman, was discovered steering nearly the same course as the British, and also escorting a fleet of merchant ships. The Dutch squadron also consisted of seven line of battle and six frigates.

At 4h. a.m., Vice-Admiral Parker, placing the convoy in charge of Captain Sutton in the Tartar, ordered him to make the best of his way to England. At 6h. a.m., the British squadron was ordered to form a line of battle, at two cables' length distance, and make all sail in chase. The Dutch admiral, however, showed no desire to avoid an action, and, having stationed his frigates and convoy to leeward of the squadron, hauled to the wind on the larboard tack under easy sail. The morning was fine and clear, with a light breeze of wind from north-east, and the British, led by the Berwick, were soon bearing down in good order to the attack. At 8h. a.m., the British having arrived within pistol-shot to windward without the enemy's having fired a shot, an action commenced, which, for steadiness on both sides, has been in few instances surpassed; but, owing to some little confusion among the British ships in taking up their stations, occasioned in some measure from the damages sustained by the fall of spars at the commencement, the ships were not equally matched. After an incessant cannonading of three hours and forty minutes, Vice-Admiral Parker hauled down the signal for battle, and the British ships hove to, and commenced repairing damages.

The Fortitude lost in the action twenty killed, and Lieutenants Joseph Harrington (mortally), John Waghorn, and Martin Kinckley, the boatswain, the pilot, and sixty-seven men wounded. Princess Amelia had her captain, the gunner, and nineteen men killed, and Lieutenants Richard Hill, Isaac Smith, and Richard Leggatt, and fifty-six men wounded. Berwick, two midshipmen, and the pilot, and eighteen men killed, and Lieutenants William Skipsey, George Maxwell, Captain James Campbell, and Lieutenant Hugh Stewart (of the marines), six midshipmen, and fifty-eight men wounded. Bienfaisant, six men killed, and the gunner and twenty-one men wounded.

Buffalo, twenty men killed, and Lieutenant Randall (mortally), the boatswain, and sixty-four men wounded. Preston, ten men killed, and Captain Græme (lost right arm), Lieutenant David Hotchkis, and forty men wounded. Dolphin, Lieutenant Dalby and eleven men killed, and the boatswain and thirty-three men wounded. Total, 109 killed and 362 (many mortally) wounded.

The Fortitude received ten shot between wind and water, masts, etc., badly wounded, most of the standing and running rigging shot away, and seven guns rendered unserviceable. Princess Amelia, lower masts and bowsprit rendered unserviceable, and hull much damaged. Berwick, fourteen shot between wind and water, mizen-topmast shot away, several ports beat into one, ten guns dismounted, and part of the poop shot away. Bienfaisant, hull and masts much damaged, and main-topmast shot away. Buffalo, thirty-nine shot passed through the hull, stern gallery beat to pieces, and masts, etc., much damaged. Preston, five shot between wind and water, thirty-two 42-lb. shot sticking in her sides, and fourteen passed clean through her. Dolphin, all her masts, etc., much damaged.

The Dutch loss was even more severe, and the *Hollandia* sank the same night. Her flag, which was kept flying, was taken away by the *Belle Poule*, and carried to Admiral Parker. The total loss in the Dutch squadron, exclusive of the crew of the *Hollandia*, is reported to have been 142 killed and 403 wounded. After Vice-Admiral Parker discontinued the action, the Dutch admiral put before the wind with his shattered ships, and reached Holland. It is to be regretted that the British should have had nothing else to show by way of trophy than the *Hollandia's* flag, which had been nobly kept flying by her gallant defenders. The Dutch claimed a victory, and published an exaggerated version of the affair, and the States-General liberally rewarded the surviving captains and officers.

On the morning of the 5th of September, a French fleet of twenty-four sail of the line, commanded by Comte de Grasse, was at anchor in Lynn Haven Bay, off which anchorage Rear-Admiral Thomas Graves appeared with the British fleet, comprising twenty sail of the line and six frigates.

The *Solebay*, being the advanced ship, at 9h. 30m. a.m., made the signal for seeing the French fleet at anchor, bearing south-west. At this time the wind was moderate from north-east, and the weather fine. The British fleet continued to stand inshore, and at 11h. could plainly distinguish the enemy's fleet at anchor within the Capes of Virginia, when Rear-Admiral Graves signalled to form the line on the starboard tack at two cables' length distance. The French fleet got under weigh as soon as the tide served, and stood off shore on the larboard tack.

At 1h. p.m., the two fleets were nearly abreast of each other

on opposite tacks, and, shortly afterwards, the signal was made for Rear-Admiral Drake, who commanded the rear division of the fleet (but which then became the van), to bear up and close the enemy; and, subsequently, the whole British fleet wore round on the larboard tack. At 4h. 15m. the leading British ships, having got within less than half gun-shot of the enemy's van, commenced the action. The engagement soon became pretty general with the British van and the centre, but the rear was unable to participate at all, and, after cannonading for about two hours, the British fleet hauled to the wind, and the action ceased. At the termination of the action, Cape Henry bore north-west three leagues distant. The British van ships suffered in their masts and rigging. The Shrewsbury's top-masts and topsail-yards were rendered unserviceable, and she received much damage besides. The Intrepid had her fore and main-topsail-yards shot away, and her topmasts and other spars much cut. The loss in killed and wounded was 79 killed and 230 wounded.

The first lieutenant of the Shrewsbury was killed, and Captain Mark Robinson lost a leg. The loss on board the French fleet is stated, in their official account, to have been one captain and three officers killed, and eighteen officers wounded, and about 200 men killed and wounded. The French fleet was superior to the British in number, weight of metal, and men, and continued for four days in sight of the British with the power of bringing on an action at their pleasure, but no attempt appears to have been made to do so.

Comte de Grasse was reinforced a few days afterwards by eight sail of the line, under M. de Barras, which, in their passage from Rhode Island, had captured the British frigates Iris and Richmond, Captains Dawson and Charles Hudson. Under such altered circumstances, the British fleet, after destroying the Terrible, in consequence of her damaged state, proceeded to New York to refit.

At daybreak on the 12th of December, a fleet, fifty leagues to the southward of Ushant, of twelve sail of the line, one 50-gun ship, and four frigates, under Rear-Admiral Richard Kempenfelt, in the Victory, fell in with a French fleet of twenty-one sail of the line (including five 110-gun ships) and six frigates, commanded by Admiral Comte de Guichen. Ignorant of the superior force of the enemy, Kempenfelt ordered all sail to be made in chase. At 9h. p.m., the British fleet, close hauled on the starboard tack, had neared the enemy's fleet sufficiently to make out that it consisted of large ships steering to the westward, about two points off the wind. At 10h. 30m., the rear-admiral observed the headmost ships to be forming a line, upon which he also made the signal for a line of battle, but continued

under a heavy press of sail on the contrary tack to the enemy, hoping to cut off part of the convoy.

The 74-gun ship *Edgar*, bearing the broad pendant of Commodore John Elliot, led, and as she closed the rear of the French fleet, the 80-gun ship *Triomphant* was observed crossing her bows. In order to avoid a raking broadside, the *Edgar* kept away a few points, and received the enemy's fire on her larboard bow; when luffing up, she poured her broadside into the French ship, and shot away her mainyard and main-topmast. Finding his ships too much separated, Kempenfelt tacked to allow his sternmost ships to close before attempting to renew action. At daylight the next morning, the enemy was seen ahead, when, observing the disparity between the two fleets, the rear-admiral contented himself with attacking the convoy, fifteen sail of which, containing 1062 soldiers and 548 seamen, were captured. A heavy gale shortly afterwards dispersed the French fleet and convoy, and drove them back to France, five sail more of the convoy falling into the hands of Captain Benjamin Caldwell, in the *Agamemmon*, with the *Prudente*, Captain Hon. W. Waldegrave.

The British fleet which engaged Comte de Grasse and returned to New York to refit, having been reinforced by two or three fresh ships, sailed to the West Indies, under Rear-Admiral Sir Samuel Hood; and it being known that the French were besieging the island of St. Christopher's, Sir Samuel made sail for that place. The British fleet, on the 23rd of January, consisting of twenty-two sail of the line, was close off the south-east end of Nevis, and on the following day captured the French 16-gun cutter *Espion*, laden with shot and shells for the use of the besieging forces at St. Christopher's.

At daybreak on the 25th, the French fleet was discovered standing to the southward on the larboard tack, comprising one ship of 110 guns, twenty-eight two-decked ships, and two frigates. Hood stood towards the enemy, with the apparent intention of bringing on an action, which had the effect of drawing the French fleet off the land; but no sooner had he effected this, than, aided by a favourable change in the wind, he tacked and fetched the anchorage of Basseterre, which the French admiral had quitted. Comte de Grasse, enraged at being thus defeated, made three distinct and furious attacks upon the British fleet on the 26th; but was each time repulsed with great loss. The loss on board the British fleet, if any, is not recorded.

CHAPTER XII.

1782—1783.

A SERIES OF BATTLES WITH THE FRENCH AND SPANISH—GREAT VICTORY OVER THE FRENCH IN WEST INDIES—ANOTHER ACTION IN WEST INDIES—PEACE—RESULTS OF THE WAR.

On the 8th of February, 1782, Sir Edward Hughes with his squadron arrived in Madras Roads, where he received information that a French fleet had arrived off the coast, and had taken several ships. The British squadron was at this time much too weak to risk an action; but, on the following day, three ships, under the command of Captain Alms, fortunately joined company, and Sir Edward Hughes sailed on the 16th with his squadron, consisting of the 74-gun ship *Superb*, 64-gun ships *Exeter*, *Eagle*, *Monmouth*, *Worcester*, and *Burford*, 74-gun ship *Hero*, 68-gun ship *Monarca*, 50-gun ship *Isis*, and 24-gun ship *Seahorse*.

Commander Suffrein, who commanded the French force, unaware of the reinforcement of the British squadron, arrived in sight of Madras Roads with the design of attacking it at anchor, but on perceiving nine two-decked ships instead of six, he made dispositions for his own defence.

On seeing the French squadron in the offing, Sir Edward Hughes made the signal to weigh. In the night he recaptured several British merchant ships, and took one large ship laden with military stores. Continuing to stand to the south-east, the two squadrons, at daybreak on the 17th, came in sight—the French squadron bearing north by east about three leagues distant—the weather being hazy, with light winds and occasional squalls from north-north-east. The enemy was soon observed coming down before the wind to the attack, consisting of the following:—74-gun ships *Héros*, *Annibal*, *Orient*, and *Artisan*; 64-gun ships *Sévère*, *Vengeur*, *Brilliant*, *Sphinx*, and *Ajax*; 50-gun ships *Flamband*, and *Hannibal*. 40-gun frigates—*Pourvoyante*, *Fier*, *Bellone*. Corvette—*Subtile*.

At 4h. p.m., the two squadrons were within gun-shot, the British being formed in line ahead on the larboard tack. The French, in a double line abreast, or in no very regular order, began the attack upon the centre and rear of the British. The *Exeter*, being the sternmost ship, suffered severely, having four ships upon her at once; and the ships between the *Exeter* and *Superb* (*Monarca*, *Hero*, and *Isis*) bore with them the brunt of the action. The van, in which were the heaviest British ships, was unable, from the lightness of the wind, to tack to their support. The steady bravery evinced by the British ships was most admirable, and for two hours the action continued with undiminished vigour.

At 6h. p.m. a squall came from the south-east, which took the British ships aback, and they paid off with their heads to the north-east; and, as this would have enabled the British van to advance to the assistance of the centre, the French commodore made the signal for the action to cease, and hauled to the northward, leaving the majority of the British in no condition for pursuit. The *Superb* had her mainyard shot away, all the rigging cut, and more than five feet water in her hold. The *Exeter* was a perfect wreck, and in a sinking state.

The loss on board the different ships engaged was as follows:—*Superb*, eleven men killed, and Captain William Stevens (mortally), Lieutenants Charles Hughes and Henry Newcome, and thirteen men wounded. *Exeter*, Captain Henry Reynolds, and ten men killed, and Lieutenant Charles Jones and forty-five men wounded. *Monarca*, one man killed and five wounded. *Hero*, nine killed and seventeen wounded. Total, thirty-two killed and eighty-three wounded. On the morning of the 18th, the French squadron was not to be seen, and Sir Edward Hughes, finding the defects of his own ship and the *Exeter* to be great, proceeded to Trincomalé.

On the 30th, Sir Edward was joined by the 74-gun ship *Sultan*, Captain James Watt, and 64-gun ship *Magnanime*, Captain Charles Wolseley, from England. These ships were extremely sickly, but so urgent was the demand for their services that they could not be spared to go to Madras to land the sick.

On the 8th of April, the two squadrons again got sight of each other, and on the 12th the second action took place, the British squadron being then a few miles to the northward of Trincomalé. The French, having on that day succeeded in getting to windward of the British, were observed, at daylight, bearing down to the attack. At 9h. a.m., Sir Edward Hughes made the signal for the line ahead on the starboard tack, at two cables' length distance; the enemy then bearing north by east, distant six miles, and the wind being about north. The British line was thus formed:—*Exeter*, *Hero*, *Isis*, *Burford*, *Monarca*, *Superb*, *Monmouth*, *Worcester*, *Eagle*, *Sultan*, *Magnanime*. The French squadron consisted of twelve sail of the line and three frigates.

The French commodore, whose broad pendant was still in the *Héros*, having at length formed his plan of attack, ordered five sail, which composed his van, to engage the British van, while, with the remaining seven ships, Suffrein bore down upon the centre. The action commenced at 1h. 30m. p.m., with the van divisions, and almost simultaneously the *Superb* was attacked by the *Héros* and *Orient*, within pistol-shot distance, and the *Monmouth* by two other ships. The action raged with much

fury between the two commanders, but so vigorous was the fire of the *Superb* that the *Héros*, after only ten minutes of close engagement, sheered off, and closed with the *Monmouth*. The brunt of the fight was borne by the British centre, and particularly the *Monmouth*, which closely engaged three ships, without being able to receive succour from the ships astern. At 3h. p.m., this well-fought ship lost her mizenmast, and shortly afterwards the mainmast, when she dropped out of the line.

At this juncture Sir Edward, considering the *Monmouth* in danger of being captured, nobly proceeded to her rescue. At 3h. 40m., disappointed in the expected land-wind, and finding his ships drifting too near the shore, from which they were only a few miles distant, Sir Edward Hughes made the signal for the squadron to wear, and come to the wind on the larboard tack. The action continued until near 6h p.m., when the British admiral, finding his squadron, especially the *Monmouth*, still drifting into shoal water, made the signal to anchor; and, at 6h. 40m., the French ships hauled their wind to the eastward in great confusion, having suffered in about an equal degree in masts and yards, except that no French ship had lost a lower mast.

The *Héros* was so disabled that Commodore Suffrein was under the necessity of shifting his broad pendant to the *Annibal*, and the former ship anchored at no great distance from the British, to repair damages. In the course of the night, the French frigate *Fier*, approaching to take the *Héros* in tow, fell on board the *Isis*, and struck her colours; but, availing herself of the darkness of the night and of the crippled state of the *Isis*, rehoisted them and got away.

The British loss amounted to 137 killed and 430 wounded. The French owned to a loss of 139 killed and 264 wounded; but judging from the injuries their ships sustained, and from the duration of the action, this must be greatly under-stated.

Having refitted his fleet at Trincomalé, and re-embarked the wounded and convalescent, Sir Edward sailed on the 23rd of June, to watch the French squadron on the Coromandel coast, and on the following day arrived at Negapatam. On the 5th of July, at noon, while lying in that roadstead, the enemy appeared in the offing, upon which all despatch was used, and the British, at 3h. p.m., weighed and stood under all sail to the southward.

At daylight on the 6th, the French squadron was seen at anchor bearing north-north-east, distant seven or eight miles; and at 5h. 50m. the British, with the wind at south-west, bore away in line abreast for the enemy. At 6h. the enemy was observed getting under weigh and standing out to the eastward; upon which the admiral made the signal for a line ahead on the

starboard tack, and at 7h. bore up for the enemy—each ship for her proper opponent in the line. The firing commenced at 10h. 40m. by the French, and at 10h. 45m. Sir Edward Hughes made the signal for close action. From 11h. 10m. till past noon, the action was general from van to rear; within about 200 yards' distance. At 1h. p.m. the enemy appeared in some disorder. The French commodore's second ahead, the *Brilliant*, had lost her mainmast, and the van-ship had bore up out of the line. At this time, when the victory appeared about to declare for the British, the sea-breeze set in strong from the south-south-east, taking most of the ships aback in both squadrons. The 64-gun ship *Sévère* fell on board the *Sultan*, and after a smart cannonading struck; but while the *Sultan* was wearing to join the British admiral, the *Sévère* hauled to the wind, and, pouring a broadside into the *Sultan*, rehoisted the colours, and got away.

Sir Edward Hughes, finding his squadron greatly disarranged by the change of wind, made the signal to wear round on the starboard tack, intending a general chase; but the breeze had by this time set in fresh, and most of the ships, which had been closely engaged, had suffered so much in their masts and rigging that to carry sail would have been very dangerous. The *Héro* having made the signal of distress, Sir Edward deemed it advisable to relinquish his intention for the time, and to form on the larboard tack, with the ships' heads inshore, so as to cover the crippled ships. The action ceased at about 1h. 30m., and, towards evening, the squadron anchored between Negapatam and Nazore. Suffrein anchored three leagues to the northward, and the next day proceeded to Cuddalore.

The British loss was 77 killed and 233 wounded. The best account of the French loss gives it at 412 killed and 676 wounded, of which number the *Héros*, it is said, alone lost 140 killed and 240 wounded, a number wholly incredible, were it not for the fact that the crew, together with the troops, numbered 1200 men.

The fourth action with Suffrein happened on the 3rd of September. The British squadron, with the addition of the 64-gun ship *Sceptre*, Captain Samuel Graves, comprised three ships of seventy-four guns, one of seventy, one of sixty-eight, six of sixty-four, one 50-gun ship, and four frigates. The French, four ships of seventy-four guns, eight of sixty-four guns, and three 50-gun ships. The British were very badly found in stores, and their crews much reduced by sickness, while the French were in good condition, and full of men. The French had got possession of Trincomalé, where their squadron was at anchor, but on perceiving the British, immediately weighed, and stood out of Back Bay to the south-east, the wind blowing fresh

from south-west. The British being to leeward, Sir Edward made the signal for the line ahead at two cables' length distance, and in order to render the action the more decisive, as well as to get his ships in order, stood off the land before the wind until 11h. a.m.

Having at length hauled to the wind on the larboard tack, the squadron formed thus:—Exeter, Isis, Magnanime, Monmouth, and Worcester. The French, at 2h. 30m. p.m., commenced the action, five ships bearing down upon the British van, and two on the Monmouth and Worcester. The latter ship was very severely handled; but the Monmouth observing her to be oppressed, and having beaten off the ship immediately opposed to her, gallantly threw all aback and dropped astern to her support. The action then became general from van to rear, the two flagships engaging with much spirit. At 3h. 30m. the ship astern of the *Héros* lost her mizenmast, and her next ahead, fore and mizen-topmasts. The action continued till 5h. 30m., at which time the wind shifted to east-south-east.

The British squadron immediately braced their yards round, and the action was continued in the same order, with this difference, that the British were now to windward, and had the power of closing with the enemy. The effect of the fire then opened was soon shown in the fall of the mainmast of the *Héros*, which was shortly followed by her mizenmast. The Worcester, about the same time, lost her main-topmast. At 7h. p.m., Suffrein wore and stood inshore to the southward, receiving a most severe fire from the British line as they passed to leeward.

It appears extraordinary that no effort should have been made to follow the beaten enemy. The vicinity of the land was an insufficient reason for declining to render this, the fourth fight, decisive in its results, and yet, had the British wore and followed Suffrein, the *Héros*, with only a foremast standing, must have been captured. In the three preceding actions there were substantial reasons why Sir Edward Hughes did not pursue the enemy, but in the present instance there appears to have been no sufficient reason for this omission. The British loss on this occasion was 51 killed and 283 wounded.

On the 16th of March, at daylight, the 32-gun frigate *Success*, Captain Charles M. Pole, and the armed store-ship *Vernon* (mounting twenty-two long 6-pounders), John Falconer commander, being off Cape Spartel, on their voyage to Gibraltar, observed a strange sail ahead, standing towards them on the larboard tack, with the wind as south-west. The weather being hazy, Captain Pole at first mistook the stranger for a line-of-battle ship, and wearing round on the larboard tack, made sail away. At 2h. 30m. p.m., observing that the *Vernon* was losing ground in the chase, Captain Pole shortened sail to allow

her to close. Shortly afterwards, the haze clearing away, the ship in chase was discovered to be a large frigate with a poop, which, at about 5h. p.m., hoisted Spanish colours and a commodore's broad pendant.

At 6h., the Spanish frigate having approached within random shot, the *Success* wore and steered for the lee bow of the enemy (still on the larboard tack), apparently with the intention of crossing her bows and engaging to leeward; but having arrived within musket-shot, the *Success* suddenly hauled up, and passing to windward, poured a most destructive broadside into the larboard bow of her adversary. So unexpected was this clever manœuvre of Captain Pole's, that the lee guns of the Spanish frigate were fired, under the firm belief that the enemy was to leeward. The *Success* then wore round, and took up her position on the lee quarter of the enemy, and being most gallantly seconded by the *Vernon*, the Spanish frigate having lost her mizenmast, at 8h. 20m. hauled down her colours, and was taken possession of by Lieutenant Oakley, of the *Success*.

The prize was the Spanish 12-pounder 34-gun frigate *Santa Catalina*, commanded by Don Miguel Taçon, the senior officer of the squadron cruising in the Straits. Out of 300 men, the *Santa Catalina* had twenty-five killed and eight wounded, and the *Success* one killed and four wounded. The prize being very leaky, and six strange sail heaving in sight the next day, Captain Pole considered it necessary to destroy her, and she was accordingly set on fire and blown up. The Spaniards had formed a plan to take possession of the *Success*, but which was happily frustrated by the vigilance of the British officers.

Early on the morning of the 8th of April, the look-out ships of the West India fleet under Sir George Rodney and Rear-Admiral Sir S. Hood were perceived standing towards St. Lucia, where the fleet was lying at anchor, with the signal flying for the enemy having put to sea from Martinique. The British fleet instantly weighed, and by noon the whole had cleared the bay and were under all sail in search of the enemy. It consisted of five 90-gun ships, twenty 74-gun ships, ten 64-gun ships, and one 70-gun ship.

On the morning of the 9th of April, the French fleet was discovered; two flag-ships and fourteen sail of the line being in the passage between the Saintes and Dominica, and the remainder with a numerous convoy of transports becalmed in Prince Rupert's Bay. Sir Samuel Hood's division was in the van, which, having, at 7h. a.m., got the sea-breeze (east-south-east), stretched to the northward on the starboard tack in chase, while the centre and rear divisions were still becalmed, or under the influence of a light air from the northward. The French fleet, having formed their line also on the starboard tack, observ-

ing the isolated position of the British van, bore up at 9h. 30m. a.m., in the hope of cutting it off. The plan of attack pursued by De Grasse was both ingenious and novel.

The British ships, to enable the centre and rear to close, were hove to; and, in consequence, the French ships, by keeping under sail, were enabled to manœuvre as they pleased; but, at the same time, it is evident that the plan pursued by Hood was, under the circumstances, most masterly. His ships were united in a compact body, opposing vigorous and well-directed broadsides to the enemy's attacks.

In this manner, from 10h. till 11h. a.m., eight ships were opposed to fifteen, and so ably that when at the latter period the sea breeze extended to the British centre, the French admiral tacked, and stood inshore to rejoin his rear. The British centre, having been driven so much nearer the land by the northerly wind, was of course more to windward, when the sea breeze reached; but the sailing of the French ships was so superior that it was found impossible to come up with any part. At 11h. 30m. the French fleet formed the line on the starboard tack; but, with the exception of some distant and ineffectual cannonading, nothing further took place. The principal loss sustained by Hood's division was by the death of Captain Bayne, of the *Alfred*.

The two succeeding days were occupied in chasing; but the superior sailing of the French ships made it evident that a change of wind or some accident could alone enable the British to force an action. On the 12th of April, at sunrise, the British fleet was about five leagues north-west of Prince Rupert's Bay, standing to the northward, with a light air of wind, in the order of sailing. The French were upon the same tack to windward of the *Saintes*, with a fresh sea breeze; and one ship, having lost her foremast and bowsprit, was in tow of a frigate, standing in for *Guadaloupe*.

Rodney made the signal for four ships to chase the disabled ship, which being perceived, De Grasse bore up with his fleet to protect them. But finding that by persevering in this course he should give the British the weather gage, he gave up his intention, and formed his line on the larboard tack. Rodney, perceiving an engagement inevitable, recalled his chasing ships, and made the signal for a line of battle on the starboard tack; Rear-Admiral Drake's division, on this day, leading. Thus formed, the two fleets gradually neared each other, the French being only far enough distant to windward to cross the bows of the British. At a few minutes before 8h. a.m. the *Marlborough*, being the leading ship, opened fire upon the centre and rear of the French.

At 8h., Sir George made the signal for close action, and

shortly afterwards the action was commenced by all the other ships of Rear-Admiral Drake's division. Hood's division, and a great part of the centre, were nearly becalmed, but the leading ships had the breeze; and the same variation in the strength of the wind was soon afterwards experienced by the French. The breeze, as the ships got more to the southward, had also drawn more southerly, so that their van ships could not lay higher than south-west, while the centre and rear, having the sea breeze at about east, were lying up south. This southerly breeze, although it completely broke the French line, did not necessarily disarrange the British; but Rodney, perceiving the aperture in the enemy's line, kept a close luff, and at a little before 11h. passed through it.

Rodney's movement was the main cause of the discomfiture of the enemy; and although many assert that the preservation of the line would have rendered the victory more decisive, yet when the sailing qualities of the two fleets are taken into account it is very doubtful. By pursuing the plan he did, Rodney separated his ship, and the six ships which followed him in his gallant movement, from the van, part of the centre and the rear. It has been said that this evolution was inadvertently performed; but this can hardly be. The Formidable luffed out of the line, which could not have been done inadvertently, and it is therefore unfair to impute the victory obtained to accident, and still more so to Mr. Clerk's system of tactics. Sir Alan Gardner, however, who commanded the Duke, the admiral's second astern, was afterwards heard to say, "the wind was very light at the commencement of the action, but as it advanced it fell calm; my ship *dropped through* the enemy's line, and I, thinking I was wrong, and out of my station, did everything I could to get back again, but was unable to do so."

Hood's division did not follow Rodney through the French fleet, for a reason which must be obvious. By continuing his course, he soon became necessarily opposed to the French van, separated from the centre from the causes above described, and between these a warm and close action was maintained, till at length the smoke and concussion of the firing, which also dissipated the light air of wind, so completely enshrouded the ships of both fleets that a cessation of firing on both sides took place. It was past noon ere the smoke cleared away, by which time the French ships, for the purpose, it is supposed, of effecting a rejunction, had all bore up, and were then seen to leeward retreating in disorder.

A general chase ensued, and the 74-gun ship *Glorieux*, being dismasted, was taken possession of by the *Royal Oak*; the *César* by the *Centaur*, after having been engaged by that ship and the *Bedford*; the *Hector*, engaged by the *Alcide* and

Canada, was taken possession of by the former. After the Hector surrendered, the Canada made sail, and overtaking the Ville de Paris, brought her to action, and continued to engage until Hood, in the Barfleur, arriving up, fought her till she struck. The 64-gun ship Ardent was captured by the Belliqueux. It being now sunset, Rodney made the signal of recall, and the action ceased. The relative force of the two fleets may be gathered from the following summary:—

French.			English.	
5	84-gun ships	=	5	90-gun ships
19	74 "	=	20	74 "
6	64 "	=	6	64 "
3	80 "	=	{ 4 64 }	"
			{ 1 70 }	"

The above calculation, which the heavy metal carried by the French ships warrants, leaves a preponderancy in their favour of the Ville de Paris. By another mode of reckoning—that of simply numbering the guns—it will appear as under:—

French.		English.
Guns.....	2,560	Guns.....2,640

The number of men on board the Franch ships greatly exceeded the British.

The British loss was 253 killed and 816 wounded. The French loss is stated to have been 3000 killed, which number probably included the wounded also. The Ville de Paris had on board a great quantity of specie, and was considered the finest ship afloat. She measured 2300 tons, and had been presented by the city of Paris to Louis XV. at the close of the preceding war. It is stated that the cost, in building and fitting her for sea was £156,000. The César, also a very fine ship, was unfortunately burnt on the night after her capture, by which accident 400 of her crew, as well as a lieutenant and fifty British seamen, perished. Not one of the French ships captured on this day ever reached England, the Ville de Paris, Hector, and Glorieux having foundered on their passage home.

This victory caused unbounded satisfaction, and Sir George Rodney and Sir Samuel Hood were both elevated to the peerage, and Rear-Admiral Drake and Commodore Affleck created baronets. Public monuments in Westminster Abbey were also erected in memory of the three captains who fell in the action.

Sir George Rodney proceeded to Jamaica, having previously despatched Sir Samuel Hood in the Barfleur, with the Valiant and Magnificent, to look after disabled ships among the islands. On the 19th of April, in the Mona Passage, five sail were discovered and chased. After a smart action, the French 64-gun ships Caton and Jason, 32-gun frigate Aimable, and corvette Cérés were captured. The fifth, the 36-gun frigate Astrée,

escaped. The *Valiant* had four men killed and six wounded, and the *Magnificent* four killed and eight wounded.

The action which concluded this long and sanguinary war, was a fifth engagement between the rival commanders in the East Indies, and took place off Pondicherry on the 20th of June, the news of the peace not having then reached. The British squadron, under the command of Sir Richard Hughes, having been reinforced from England by five sail of the line, under Sir Richard Bickerton, consisted of 18 sail of the line and 13 other ships.

The French squadron was still greatly superior in point of sailing, and De Suffrein able to decline or bring on an action at pleasure. After a continued endeavour on the part of Sir Edward Hughes to bring the enemy to action, the latter, on the day above mentioned being to windward, bore up, and at 4h. p.m., having taken up a position a little within long gun-shot of the weather-beam of the British, an engagement commenced, which continued three hours, when Suffrein made sail to windward. M. Suffrein was probably induced to take this bold step in consequence of the known state of the crews of the British squadron, nearly one-third of whom were labouring under the effects of virulent scurvy, and confined to their hammocks. The British squadron suffered very much in masts and rigging, the *Gibraltar* and *Isis* in particular, and the loss in killed and wounded was 99 killed and 431 wounded.

The French loss is not stated. News of the peace reached Sir Edward Hughes only a few days afterwards.

On the 20th of January, preliminary articles of peace were concluded at Versailles between Great Britain and France, and also with Spain.

We will now endeavour to submit at one view the losses sustained by each of the belligerent powers during this war. French—captured 51, destroyed 11; Spanish—captured 11, destroyed 13; Dutch—captured 6, destroyed 2; American—captured 53, destroyed 32; British—captured 76, destroyed 105. These figures are all exclusive of work done by privateers, which was very considerable.

CHAPTER XIII.

1793.

THE FRENCH REVOLUTION—WAR AGAIN—SEVERAL MINOR ACTIONS—BRITISH FLEET AT TOULON—CAPTURE AND DESTRUCTION OF FRENCH FLEET—BRITISH SQUADRON AT CORSICA—MINOR ACTIONS.

AFTER a considerable period of peace, on the 21st of January, the French revolutionary party murdered Louis XVI., and the King of England, refusing to countenance such horrible pro-

ceedings, ordered the French Ambassador to quit the country. On the 1st of February, the National Convention declared war against Great Britain and the United Netherlands, which was followed by a counter declaration of war against France on the 11th of the same month. The King of Spain also not feeling an inclination to side with the French party, war was declared against that nation by France on the 4th of March, in which war Portugal was also involved.

Mr. James gives the following as the actual line-of-battle force of the rival navies of England and France at this period :—

	No. of Ships.	No. of Guns.	Aggregate Broadside Weight of Metal in English Pounds.
British line.....	115	8,718	88,957
French line.....	76	6,002	73,957

The above statement, which of course does not include an immense number of inferior sail on both sides, is very essential to a right understanding of the real difficulties and force which the British navy had to contend against. The first column, without the second, would not suffice, owing to the large number of 64-gun ships in the British navy, and of 110 and 120-gun ships in the French. Neither would the second convey the requisite knowledge, without the third, in consequence of the heavier metal employed in the French navy. But together they show that the real preponderance of the English over the French navy did not amount to more than 15,000 lbs., or, in other words, about fifteen sail of the line. The navy of Spain was not much inferior to that of France, and Portugal also possessed several fine 74-gun ships.

The first action of this celebrated war was fought on the 13th of March. The British 16-gun brig *Scourge* (but which had only eight long 6-pounders mounted), Commander George Brisac, being off Scilly, fell in with the French privateer *Sans-Culotte*, mounting eight long 8-pounders, and four 12-pounder carronades, with a crew of eighty-one men. The action lasted three hours, but proved victorious to the *Scourge*, which, out of a crew of seventy men and boys, had one man killed and one wounded. The privateer had nine killed and twenty wounded.

The first British officer who lost his life in this war was Lieutenant John Western, of the 32-gun frigate *Syren*, who, in command of a gunboat (the gun of which he was at the time levelling), was actively co-operating with the forces under the orders of H.R.H. the Duke of York, at the Noord, on the Moor Dyke, on the 21st of March, when he received a musket-

ball through his head from the enemy's intrenchments. Lieutenant Western was buried in the church of Dordrecht, to which place his remains were followed by the Duke of York, who ordered a suitable monument to be erected to his memory. The naval medal has been conferred upon the participators surviving in June, 1847.

On the 14th of April, a squadron under Rear-Admiral Gell, bound to the Mediterranean, fell in with and captured the General Dumourier privateer, of twenty-two long 6-pounders, and 196 men, together with the San-Iago Spanish galleon, which she was convoying to a port of France. The galleon was from Lima, with a cargo valued at £200,000. Both were taken to Plymouth, and ultimately condemned. The seizure of this recaptured ship occasioned a great sensation at Madrid; and was one of the principal causes of the war between Spain and Great Britain.

On the 17th of June, the 36-gun frigate *Nymphe*, Captain Edward Pellew, sailed from Falmouth on a cruise. On the next day, at 3h. 30m. a.m., the *Start* bearing east by north five or six leagues, a sail was discovered to leeward, and the *Nymphe* bore up under all sail. At 5h. the stranger—the French 36-gun frigate *Cléopâtre*—shortened sail, and awaited the approach of the *Nymphe*. At 6h. a.m., the *Nymphe* hauled up on the weather quarter, and was hailed from the *Cléopâtre*. The hail was responded to by three loud British cheers. Captain Mullan, the French commander, then came to the gangway, and, waving his hat, exclaimed, “Vive la nation!” his crew making a noise in imitation of the British cheers; at the same time the *Cléopâtre* filled and bore up.

At 6h. 15m., the *Nymphe*, having taken up her station on the starboard quarter of the *Cléopâtre*, commenced a furious action, both frigates running before the wind within hail. At 6h. 30m., the *Cléopâtre* suddenly hauled to the wind on the larboard tack, but her mizenmast and wheel being shot away, she paid round off before the wind, and fell on board the *Nymphe*, her jib-boom passing between the fore and main-masts and pressing hard against the latter. As the main and spring stays were shot away, the mainmast was expected every moment to fall; but the jib-boom of the French ship gave way, and the mast kept its place. Both ships then dropped alongside, head and stern. The *Cléopâtre*'s main-topmast studding-sail boom-iron having hooked the leech-rope of the *Nymphe*'s main-topsail, the mainmast was again endangered, but a top-man named Burgess sprang aloft and cut away the rope; and, at the same time, Lieutenant Pellowe let go the anchor.

The *Cléopâtre* was gallantly boarded, and, at 7h. 10m., the republican colours were hauled down. The *Nymphe* had

twenty-three killed and twenty-seven wounded. The *Cléopâtre* had her captain killed, two lieutenants wounded; and altogether 63 killed and wounded. Except in number of men—the *Nymphé* having 240 and the *Cléopâtre* 320—the ships were equally matched; the only difference being that the *Nymphé* mounted eight 32-pounder carronades, instead of long 6-pounders. On the 21st, the *Nymphé* arrived at Portsmouth with her prize, and on the 29th Captain Pellew, with his brother Israel, a volunteer on board the *Nymphé*, were presented to George III. The honour of knighthood was conferred on the senior, and the rank of post-captain on the junior brother. The first lieutenant, Amherst Morris, received immediate promotion to the rank of commander. The prize was purchased into the service, and named the *Oiseau*.

At the declaration of war against England, France possessed in the harbour of Toulon a very large fleet, comprising 58 vessels of various sizes, many of them being large and important ships.

In the month of August the fleet, under the command of Vice-Admiral Lord Hood, assembled off Toulon. It comprised 21 ships.

The French fleet was commanded by Rear-Admiral the *Compte de Trogoff*, a monarchist, and his principles pervaded the fleet. The same spirit of disaffection to the cause of republican France also reigned to a great extent throughout the southern provinces. On the 23rd of August, two commissioners, delegates from the monarchical party on shore, arrived on board the *Victory* to negotiate with the British admiral for the surrender of Toulon to him, in trust for Louis XVII. They were well received, and every assistance promised upon the proposed terms. Lord Hood also caused to be circulated amongst the Toulonese, proclamations declaring his object, which was to hold Toulon in the name of the French monarch. The Toulonese, however, anticipating the vengeance which they knew would be wreaked upon them by the monsters of the French revolution in case of failure, hesitated to comply with Lord Hood's requisition. A republican party existed in the fleet, and Rear-Admiral St. Julien, the second in command, and a large body of the captains, officers, and men, professed similar principles.

Matters being in this unsettled state, Lieutenant Edward Cooke, of the *Victory*, was sent on shore, on the 24th, to treat with the royalist party. After some perilous adventures, this officer returned to the ship, but the matter not being concluded, returned to Toulon, narrowly escaping capture; and having by his presence afforded fresh impetus to the royalist cause, and obtained much information, he returned to the *Victory*,

accompanied by a special commissioner from the Committee-General. Upon the assurance of this latter personage that Louis XVII. had been proclaimed by the sections who were determined to support his cause, Lord Hood agreed to land troops to take possession of the forts commanding the shipping. On the approach of the British forces under Captain Elphinstone, of the *Robust*, the forts surrendered, and the fleet also submitted and hoisted the white flag; but Rear-Admiral Julien and 5000 seamen made their escape into the interior, and joined the republican forces. Lord Hood then entered Toulon, accompanied by a Spanish fleet of seventeen sail of the line, under Admiral Langara.

The British admiral now found that he was to endure a long and harassing siege, in order to retain possession of the place. Undaunted by the formidable army of 33,000 men, under Generals Kellerman and Carteaux, which was marching against him, he determined on holding it as long as he was able. The total number of troops at Lord Hood's disposal, including 2000 British, was only 16,890 men. The details of the defence of Toulon are too lengthy to come within the scope of this work; but the destruction of the shipping in Toulon having been executed in an able manner by the British sailors, we must confine ourselves principally to that transaction.

On the night of the 14th of December, the French besieging force, augmented to near 50,000 men, marched from their encampment in three columns, each division taking a route leading to a different point of the line of posts, so that their attacks might be simultaneous. By the 16th, one division had thrown up five batteries in front of Fort Mulgrave, which they continued to bombard with great effect till the 17th. At 2h. that morning, in the midst of dark and tempestuous weather, they succeeded in entering the fort on the Spanish side, and after a determined, but fruitless, resistance on the part of the British garrison, headed by Captain Conolly, of the 18th regt., compelled it to retire. Among the officers wounded in the defence of this fort were Lieut. Thomas Goddard and Midshipman John Wentworth Loring. During these operations, the column under General Lapoype carried all the posts upon the height of Pharon, and the ships were consequently compelled to retire to a position of safety, as the guns mounted for their immediate protection were now available for their destruction.

In this desperate state of affairs, a council of war was held, when it was resolved to evacuate Toulon as soon as proper arrangements could be made. The sick and wounded were embarked; the French ships, which were armed, were got ready to sail out with the fleet, and it was determined to

destroy those that remained, together with the arsenal and magazines. Admiral Langara was charged with the destruction of the ships in the basin, and to sink the *Iris* and *Montreal*, two frigates fitted as powder-ships. In the course of the 18th, the remaining troops had concentrated in the town and fort Lamalgue ready to embark as soon as the destruction of the shipping had been effected. This latter service was intrusted to Sir W. Sidney Smith, who had arrived only a fortnight previously from Smyrna. On the same afternoon he repaired to the dockyard, the gates of which had been closed and secured, to prepare the combustibles. The people had already assumed the tricoloured cockade. The galley-slaves, to the number of 800, were, for the most part, unchained, and appeared to look with a jealous eye upon the destruction about to begin. The guns of Sir Sidney's tender, the *Swallow*, and of a gunboat, however, served to keep these in check. Sir Sidney was further interrupted in his operations by the shot and shells fired from the Fort Malbousquet.

As the night closed in, the enemy in great numbers descended the hill and opened a heavy fire of musketry and cannon upon the British, to which the gunboats and small vessels returned a vigorous fire of grape. At 8h. p.m. the *Vulcan* fire-ship, Commander Charles Hare, entered the basin in tow of the boats, and was placed so that her well-shotted guns should serve to keep the enemy in check. At 10h. p.m., all being ready, the preconcerted signal was given; the trains leading to the different storehouses and magazines were ignited, and the train of the *Vulcan* fired by the commander, who, by the bursting of the priming, was severely wounded. The flames now began to ascend from all parts with terrific splendour; the *Vulcan's* guns went off as the fire reached them. The devouring element spread rapidly, and the men were overpowered by the heat. The enemy, directed by the fire, were enabled to point their guns at the daring band thus employed.

A tremendous explosion put a stop for an instant to the proceedings; but the work was speedily resumed. It was ascertained that the Spaniards had committed the mistake, in their hurry to execute their part of the service, of *firing* instead of *scuttling* the powder-ships. The explosion shook the Union gunboat to pieces, and killed the commander and three of the crew; and a second gunboat was blown into the air, but her crew miraculously saved. Having completed the destruction of the arsenal, Sir Sidney proceeded towards the basin in front of the town, across which a boom had been laid; but the British were received with such repeated volleys of musketry that Sir Sidney was compelled to abandon his design. He then proceeded alongside the two 74-gun ships *Héros* and *Thémistocle*,

lying in the inner road, and filled with French prisoners. Terrified by the awful work which had been enacted, these, although greatly superior in number to the British party, consented to be landed in a place of safety, and, having cleared them, the ships were set on fire and completely destroyed.

After having effected as much as it was possible for men to do, so badly supported as they had been by their allies the Spaniards, Sir Sidney was preparing to return to the fleet, when the explosion of the second powder-vessel—the Montreal—took place close to them, with an effect even more powerful than the former one. The little Swallow and three boats, although within the sphere of the falling timber—which in its fall caused the water to foam around them—singular to relate, received not the smallest injury. Many of the gallant British band, exhausted with their fatiguing employment, fell asleep on their oars as the boats slowly quitted Toulon on their way to join the fleet.

The troops commenced evacuating Fort Lamalgue when the conflagration began, and by daylight in the morning had all embarked under the superintendence of Captains Elphinstone, Hallowell, and Matthews, without the loss of a man. The British sailors during the important transactions which called for their exertions throughout this harassing defence, deserved the highest praise. Their devotion and skill, not less than their strength and activity, afforded a theme of praise and admiration to all who witnessed their conduct. The melancholy fate of the unfortunate inhabitants of Toulon forms a page in history of the most damning nature to the monsters in the shape of men connected with it.

The miserable creatures fled from their homes and flocked in numbers to the water-side, hoping to find an asylum on board the British fleet. Many succeeded in gaining the British boats, and to the number of 14,877—men, women, and children—were received on board the different ships of the fleet. Many in their way to the shore were cut in two by cannon balls, and others, overcome by terror, fancied the hurried steps of their pursuers were behind them, and fainted on the way; while some, with their infants clinging to their breasts, rushed into the sea and perished! Those who remained in the town, trusting to their age and sex to shield them from the bayonets of the soldiery, trusted to a vain hope! A savage decree of the Committee of Public Safety had doomed the whole to destruction, and those on whom the task of carrying this inhuman sentence into effect devolved, enacted it to the fullest measure. When the British entered Toulon, it was calculated that the town contained 28,000 souls; but in a few weeks after they quitted, there were but 7000 left!

Of the French vessels that were in the port when the British entered, fourteen were destroyed, twenty-five were left, four were taken away by the Spanish and fifteen by the British.

Of the fifteen ships brought away by the English, the *Perle*, *Aréthuse*, and *Topaze* were fine frigates; but scarcely any of the smaller vessels reached a British port except to be laid up. The *Puissant*, seventy-four, never quitted Portsmouth, nor was that superb ship the *Commerce de Marseilles* ever employed as a British cruiser. The *Commerce de Marseilles* measured 2747 tons, and was the largest and most beautiful ship that had ever been seen, and sailed and worked like a frigate; but being slightly put together, was found on examination unseaworthy. The *Pompée*, seventy-four, was a fine vessel of 1900 tons, and long remained an ornament to the British navy. The *Scipion* took fire and blew up in Leghorn Roads.

In the month of September, Lord Hood despatched a squadron of five ships from Toulon, to co-operate with the insurgent Corsicans under General Paoli.

On arriving off Corsica, Commodore Linzee found that the only possible service which with his small squadron he could render, must be directed against the redoubt of Forneilli, which, being two miles in advance of the town of San Fiorenzo, could not, he believed, be supported by it. An attack being unexpectedly made by the *Lowestoffe* and *Nemesis* upon the *Mortella* Tower was successful; the garrison abandoned it, and Lieutenants John Gibbs and Charles Annesley, of the *Lowestoffe*, at the head of thirty men, landed and effected an entrance to the fortification, although the sally-port was twenty feet from the ground. Three long guns, two twenty-fours, and one 18-pounder were found mounted on the platform of this remarkable erection; but the powder had been destroyed.

The *Nemesis* immediately conveyed intelligence of this success to the commodore, and had the squadron immediately attacked Forneilli, it is probable that the like success would have happened; but a delay taking place, the garrison advantageously employed the time for the defence. On the 1st of October, early in the morning, the three line-of-battle ships took up their stations, and opened their broadsides upon the redoubt, but with so little effect that after about four hours' cannonading the commodore made the signal to discontinue the action and to haul out of gun-shot. The *Courageux* and *Ardent* having been exposed to a raking fire from the town of San Fiorenzo, suffered severely; the former having been four times set on fire by hot shot. The *Alcide* had nine seamen wounded, three of whom mortally. *Courageux*, first lieu-

tenant (Ludlow Sheils), and one seaman (in the act of cutting a hot shot out of the ship's side), killed; and second lieutenant (William H. Daniel) and twelve seamen wounded. Ardent, John Martin, midshipman, and thirteen men killed, and seventeen wounded. The enemy's force consisted of thirteen guns, principally long 24-pounders, and six heavy mortars.

On the 19th of October, the 36-gun frigate *Crescent*, Captain James Saumarez, sailed from Spithead, and having received information respecting a French frigate, stood over to the French coast close under Barfleur, and as the day dawned on the 20th, descried a ship and a cutter standing inshore. The *Crescent*, being to windward, edged away, and in a short time brought to, to windward of the French 36-gun frigate *Réunion*, Captain François A. Dénian. An action ensued, in the early part of which the *Crescent* had her fore-topsail-yard and her fore-topmast shot away, when, putting about, she brought her larboard guns to bear upon the *Réunion's* stern and quarter. The *Réunion*, having lost her foreyard and mizen-topmast, became unmanageable, and exposed to the raking fire of the *Crescent*; and, after a gallant resistance of two hours and ten minutes, struck her colours. The *Circe*, of twenty-eight guns, Captain Joseph S. Yorke, which had been becalmed during the action, about three leagues off, was at that time coming up.

The cutter made off as soon as the firing commenced, and got into Cherbourg. The *Crescent* had not a man hurt by the enemy's shot; but one seaman had his leg broken by the recoil of a gun. The *Réunion* had thirty-three men killed and forty-eight severely wounded. The French being a 12-pounder frigate, and the *Crescent* mounting 18-pounders, the defence of the former was highly honourable. The *Réunion* was superior to the *Crescent* in number of men, the former having had 300, the latter 257. Captain Saumarez received the honour of knighthood, and the city of London presented him with a handsome piece of plate. First lieutenant George Parker was promoted, and the *Réunion* purchased into the British service by the same name.

On the 22nd of October, at 2h. a.m., the 64-gun ship *Agamemnon*, Captain Horatio Nelson, being off Sardinia, fell in with a squadron of five French frigates, under Commodore Perrée.

At 2h. a.m. the strangers were observed standing across the *Agamemnon's* bows to the north-west, close to the wind. At 2h. 30m., observing the *Agamemnon*, they fired rockets and tacked, being then about three miles distant on the weather bow. At 4h. a.m., the *Agamemnon* hailed a frigate, but receiving no answer, fired a shot ahead of her, when she made all sail, steering two points free.

The *Agamemnon* crowded sail in chase, keeping the stranger on the weather bow. At daylight the chase hoisted French colours, and commenced firing her stern guns, and occasionally yawing and firing a broadside, which, from her superior sailing, she was enabled to do. The other four ships were under all sail on the *Agamemnon*'s weather quarter; and at 9h. a.m. gaining fast—the *Agamemnon* being nearly becalmed. The French frigate, which was the *Melpomene*, then hauled up to rejoin her squadron. The *Agamemnon*, having had her masts badly wounded, and her sails and lower and running rigging much cut, was not in a condition to haul to the wind in chase. The French squadron had the option of bringing the British sixty-four to action all day, but did not make the attempt, and the *Agamemnon* proceeded to Cagliari to repair damages. The *Agamemnon* had only 345 men on board during the action, of which number she had one killed and six wounded. The *Melpomene*'s loss was never ascertained.

On the 24th of October, at 9h. 30m. a.m., the 32-gun frigate *Thames*, Captain James Cotes, being in lat. 47° 2' N., long. 7° 22' W., and standing to the south-east close hauled on the starboard tack, with the wind at west-south-west, observed a sail on the starboard bow. The weather soon afterwards coming on thick, the stranger was lost sight of until 10h. 15m., when she was seen standing towards the *Thames*. At 10h. 30m. the stranger, which was the French 40-gun frigate *Uranie*, passed close to windward of the *Thames*, hoisted her colours, and fired a broadside; then, wearing round, hauled up on the British ship's weather quarter, and a spirited action commenced. At 2h. 30m., p.m., the *Uranie*, bearing up, passed under the stern of the *Thames*, and raked her with great effect. She then hauled up again and attempted to board her on the starboard quarter; but receiving a well-directed double-shotted broadside, threw all aback and hauled off. The crew of the *Thames* gave three cheers at parting, but the ship was in too crippled a state to pursue.

The *Thames* commenced the action with 184 men, and had ten seamen and one marine killed, and fourteen seamen and five marines wounded. The *Thames* was a small 12-pounder frigate of 650 tons, yet maintained a fight with a first-class French frigate, whose crew numbered 320 men, and whose broadside weight of metal was 403 lbs. The *Uranie* was a ship of 1100 tons. The loss of the *Uranie* could not be ascertained, more than that her captain (*Tartue*) was killed. The *Thames*, having had most of her lower rigging shot away, and her masts badly wounded, was under the necessity of putting before the wind. Her main-topsail-yard was shot away, and her topmasts crippled; her hull was torn to pieces by shot;

her decks in places ripped up, bitts cut away; several guns dismounted; and six shot between wind and water. The *Uranie* also suffered very severely. While in this helpless state, a French squadron hove in sight, and a frigate ranged up under the stern of the *Thames*, and fired a broadside. Unable to offer further resistance, the *Thames* was surrendered, and the British flag struck to the 40-gun French frigate *Carmagnole*, Captain Allemand. The French commodore, taking his capture in tow, arrived at Brest on the following day.

CHAPTER XIV.

1794.

EXTRAORDINARY ADVENTURE OF THE JUNO—DEFEAT OF THE FRENCH OFF GUERNSEY—GREAT AND PROLONGED BATTLE BETWEEN HOWE AND VILLARET.

ON the 11th of January, unaware of the evacuation of Toulon, the 32-gun frigate *Juno*, Captain Samuel Hood, arrived at that port from Malta, with 150 supernumeraries for the garrison. The *Juno* arrived abreast of the harbour at 10h. p.m., and, anxious to get in, Captain Hood, although he had no pilot on board, nor any one acquainted with the dangers, determined to find his way in, if possible. As the frigate entered the outer road, the officer of the watch with night-glasses looked in vain for the British fleet; and Captain Hood concluded that, from the strong easterly winds which had prevailed, the fleet had gone for shelter to the inner harbour. The *Juno* accordingly proceeded under topsails, and entered the inner harbour, where seeing several ships at anchor, Captain Hood concluded he was close to the British fleet. Finding the *Juno* could not weather a brig that lay off *Pointe Grande Tour*, the driver and foresail were set in order to enable her to tack under the brig's stern.

As the *Juno* neared the brig, the latter hailed, but no one on board the *Juno* could understand the precise meaning of the hail; Captain Hood, however, deeming it to be simply an inquiry respecting their name, answered, and told them the name and nation of the frigate. "Viva!" was the answer from the brig; and after seemingly not understanding several questions put to them in French and English, the *Juno*, as she passed under their stern, was hailed to "luff." The dread of shoal water caused the *Juno's* helm to be instantly put down; but the ship grounded before she came head to wind. As the wind was light, and the water perfectly smooth, the sails were clewed up and handed. Just then a boat was seen to pull from the brig towards the town, for what purpose was not suspected.

Before the men who were aloft furling the sails had quitted the yards, a sudden flaw of wind drove the ship's head off the bank, and the *Juno's* anchor was let go, when the ship swang head to wind; but her heel was still on the shoal, and the rudder immovable. The launch was then hoisted out, and the kedge-anchor put into her, with hawsers, to warp the ship off. Before this service was completed, a boat appeared in sight, and on being hailed, answered, "aye, aye!" as if she contained an officer. The boat pulled alongside, and the crew hurried up the ship's side, when one of two persons, apparently officers, addressed Captain Hood, and said he came to inform him that it was the regulation of the port, and the commanding officer's orders, that the ship should go to another part of the harbour to perform ten days' quarantine. Captain Hood demanded where Lord Hood's ship was, when an unsatisfactory answer excited some suspicion; and the remark of one of the midshipmen, "they are national cockades," induced Captain Hood to look at their hats more steadfastly, when by the light of the moon the three colours were distinctly visible. To a second question relative to Lord Hood, one of the officers, finding they were now suspected, replied in French,

"Make yourself easy, the English are good people; we will treat them kindly; the English admiral has departed some time."

Captain Hood's feelings may be easily imagined; and the words, "we are prisoners," ran through the ship like wildfire. The officers assembled aft to ascertain the truth of the report, and at this moment a flaw of wind coming down to the harbour, Lieutenant William H. Webley, third of the ship, said,

"I believe, sir, we shall be able to fetch out if we can get her under sail."

The attempt to escape was immediately decided upon; the crew were ordered to their stations, and the French gentlemen below. Some of the latter began to draw their sabres, but the half-pikes of the marines compelled them to submit quietly. In about three minutes every sail was set, and the yards braced up for casting; when the cable was cut, the *Juno's* head paid off, and the sails being filled, the ship started from the shore. A freshening breeze of wind gave her, at the same time, additional way through the water, and, provided she was not disabled by the forts, the *Juno* had every prospect of escaping. The launch and the French boat were cut adrift. No sooner had the *Juno* began to loose sails than a stir was observable on board the brig, and lights appeared in the batteries.

The brig soon afterwards opened fire, as well as a fort on the starboard bow, followed by every fort which could point a



ENGAGEMENT BETWEEN BRITISH AND FRENCH SQUADRONS IN THE ENGLISH CHANNEL.

gun. It was at one time feared that a tack would be necessary; but the wind favouring a few points, the *Juno*, at about 12h. 30m. a.m., was clear of danger, without having lost a man. The frigate sustained much damage in sails and rigging, and two 36-pound shot struck her hull; but she returned the fire occasionally with apparent effect. The escape of a ship from an enemy's port filled with armed vessels, and flanked by guns in every direction, affords a proof of what may be done by perseverance and skill.

On the 23rd of April, at 4h. a.m., Guernsey bearing north-east, distant seven leagues, the wind south-south-west, a British squadron, under Captain Sir Edward Pellew, being on the star-board tack, discovered four sail ahead on the larboard tack, which proved to be a French squadron.

The French squadron formed in line ahead (the *Engageante* leading), crossed the bows of the British squadron, and the *Flora*, the headmost ship of the British, on reaching the enemy's wake, tacked, followed by the *Arethusa*, *Melampus*, and *Concorde* in succession; but the *Nymphé* was too far astern to tack with the rest of the squadron. The wind shifting to south soon after the British ships tacked, enabled them to weather the enemy, and at 6h. 30m. the *Flora*, being then abreast of the rearmost French ship, opened fire. She however pushed on, engaging in succession the *Babet*, *Pomone*, and *Résolue*. At 7h. 30m., having her main top-mast shot away, and being much crippled aloft, the *Flora* dropped astern; but her place was soon supplied by the *Arethusa*.

The *Engageante* and *Résolue* then set every sail they could crowd, and endeavoured to make off, leaving the *Pomone* and *Babet* to their fate. At 8h. 30m. the latter, having lost her foretop-mast, surrendered. The *Pomone*, having now to sustain the united fire of the *Arethusa* and *Melampus*, in a short time lost her main and mizen-masts, and being defenceless, at 9h. 30m. hauled down her colours, and was taken possession of by a boat from the *Arethusa*. The *Concorde* and *Melampus* meanwhile made sail after the *Engageante* and *Résolue*, and brought the former to action at a little past noon. The *Résolue* gallantly bore down to support her consort, and, having taken a position across the *Concorde*'s bows, did great damage to her rigging and sails. Sir Richard Strachan having at length brought the *Engageante* to close action, that ship, at 1h. 45m. p.m., after a brave defence, struck her colours. The *Résolue* escaped into Morlaix. The *Pomone*, a 24-pounder frigate, of 1239 tons, was the finest frigate afloat, and was added to the British navy under the same name.

On the 2nd of May the Newfoundland and West-India convoy, with the fleet under Lord Howe, numbering 148 sail,

of which forty-nine were ships of war, and thirty-four of the line, weighed from St. Helen's. On the 4th, when off the Lizard, the convoys were ordered to part company, and Rear-Admiral George Montagu, with six 74-gun ships and two frigates, was ordered to accompany them as far as the latitude of Cape Finisterre—Captain Rainier, in the Suffolk, 74, and one 64-gun ship, and five frigates, protecting them during the remainder of their voyage. The Channel fleet, consisting of twenty-six sail of the line, arrived off Ushant on the 5th.

The Orion, with the Phaëton and Latona, having reconnoitred the French fleet in Brest, Lord Howe departed on a cruise in the Bay of Biscay. He returned to Brest on the 19th, and discovered that the French fleet had sailed. The fleet, consisting of twenty-five sail of the line and fifteen frigates and corvettes, had sailed from Brest on the 16th, and on the 17th, during a very dense fog, were so near the British as to hear their fog-signals of drums and bells. The Patriote, one of Admiral Nielly's squadron, who had shortly before captured the British 32-gun frigate Castor, Captain Thomas Troubridge, with part of a convoy from Newfoundland, joined the French fleet on the 19th, and on the 20th, the Lisbon convoy of fifty-three sail, mostly Dutch, also fell into the hands of the French.

On the 28th of May, after cruising in every direction, anxiously looking for the French fleet, at 6h. 30m. a.m., lat. $47^{\circ} 34' N.$, long. $13^{\circ} 39' W.$, the wind fresh at south-by-west, with a heavy sea, it was seen to windward by the British look-out frigates. The Bellerophon and three other line-of-battle ships were ordered to reconnoitre, and at 9h. a.m. the enemy's fleet having wore, was observed running down towards the British, with top-gallant sails set. The French fleet was then found to consist of twenty-six sail of the line and five frigates. Having approached within nine miles, the enemy hauled to the wind on the larboard tack, and hove to; a three-decker was then observed passing along the line as if to speak each ship, after which the whole formed in line ahead. At 10h. 30m. the British wore in succession, and came to the wind on the same tack as the enemy, and continued under a heavy press of sail endeavouring to close. At 1h. p.m. the French fleet filled and tacked, upon which Lord Howe, seeing that the enemy was declining the engagement, made the signal for a general chase, and to engage the enemy as the ships got up.

At 2h. 30m. p.m., the Russell, being the headmost British ship, fired at the rearmost ship of the enemy, and at 6h. the Bellerophon, having tacked before getting into the enemy's wake, reached the lee beam of the 120-gun ship *Révolutionnaire*, and gallantly opened upon her. For more than an hour the Bellerophon maintained the unequal contest, when, being

disabled, she bore up to rejoin her fleet. The *Russell* and *Marlborough* also closed the *Révolutionnaire*, and the latter, having lost her mizenmast, and being otherwise much crippled, bore up out of the line. The French three-decker was, however, intercepted by the *Leviathan*, and closely and gallantly engaged by the *Russell* and *Audacious*, which latter ships bore up, and, taking a position upon her lee quarter, poured in a disastrous fire. The *Russell* being recalled by signal, the *Audacious*, single-handed, continued the engagement, and the action became most animated. The sails and rigging of the *Audacious* being much damaged, it was with difficulty she could keep clear of her huge opponent, which, by this time was almost unmanageable.

At 10h. p.m. the *Révolutionnaire*, having lost, besides her mizenmast, her main and maintop-sail-yards, fell athwart the bows of the *Audacious*; but the latter having extricated herself, the French ship fell off before the wind, and under her fore-topsail directed her course to leeward. The crew of the *Audacious*, and also of the *Russell*, declare that the *Révolutionnaire* struck; but whether this was the fact, or not, the French ship was clearly in a beaten and defenceless state, and had only returned three shot to the last broadside of the *Audacious*. The *Révolutionnaire's* loss amounted to near 400 men.

The *Audacious* was so crippled that she could with difficulty wear clear of the French fleet; she, however, after being engaged by a frigate and corvette, made her way to Plymouth. This ship, notwithstanding her gallant and close action, had only six men killed, and sixteen (including George Morris, midshipman, who lost a leg) wounded. The *Révolutionnaire* subsequently lost her masts, and with much difficulty reached Rochefort in tow of the *Audacieux*.

Both fleets carried a press of sail during the night, in a parallel course, every British ship showing a light. At daylight, on the 29th, the enemy was about six miles on the weather bow. The wind was fresh from south-by-west, with a heavy head sea. At 7h. a.m. the detached ships having rejoined, the whole formed thus:—*Cæsar*, *Queen*, *Russell*, *Valiant*, *Royal George*, *Invincible*, *Orion*, *Majestic*, *Leviathan*, *Queen Charlotte*, *Bellerophon* (remainder uncertain); and Lord Howe, with the desire to make some impression on the enemy's rear, ordered the fleet to tack in succession. When on the larboard tack, the signal was made to pass through the enemy's line; and as the British neared the French rear, on the opposite tack, the latter commenced firing. In a few minutes Lord Howe displayed the union at the main, and all the ships hoisted their colours.

The *Cæsar* and *Queen* opened their fire, but at 8h. a.m. the

French van wore in succession, and ran down to leeward of their line to support their rear, and after passing their rear ship, hauled close to the wind on the same tack as the British. At 9h., both fleets being on the larboard tack—the French some distance to windward—the latter edged away a few points, and at 10h. opened fire on the British van. At 12h. 30m. the signal was made to tack in succession, upon which the *Cæsar*, the leading ship, making the signal of inability, wore, and ran down past the *Majestic*, the eighth ship in her own line, before hauling up on the starboard tack. At 1h. p.m. the *Terrible*, being the third French ship from the rear, pitched away her fore-topmast, and at that time the *Queen*, the van ship of the British, wore, and passing under the stern of her second astern, luffed up, so as to fire distantly on the third ship of the enemy's van. She then passed along their line, and having reached the centre, became warmly engaged, and continued so until she had passed to their rear ship. The signal to cut through the enemy's line was still flying, but the *Queen*, having sustained much damage, made the signal of inability.

Lord Howe observing that the *Queen* was suffering severely, and that the French ships, which carried their mainsails and single-reefed topsails, would reach so far ahead as to defeat his intention of passing through their line, resolved to set the example; and at 1h. 30m. p.m. the *Queen Charlotte*, under double-reefed topsails, courses, jib, and main-topmast staysail, tacked, and bracing sharp up, passed under the lee of the *Orion*, still on the larboard tack, and astern and to windward of the *Cæsar*. Stretching on gallantly, and receiving the fire of the French line, the *Queen Charlotte* arrived abreast of the *Eole*, the sixth ship from their rear, and luffing close round that ship's stern, poured a broadside into her. The *Bellerophon* and *Leviathan* quickly tacked after their chief, the *Bellerophon* passing ahead of the *Terrible*, and the *Leviathan* under the stern of the same ship.

The *Queen Charlotte* having gone through the line, shortly afterwards tacked, and hoisted the signal for a general chase, leaving the *Tyrannicide* and *Indomptable*, the two sternmost and most disabled French ships, to be engaged by his rear. These were attended to by the *Orion* and *Barfleur*, which ships closed and maintained a spirited fire on them. The *Tyrannicide* and *Indomptable* were rescued by the French admiral, who gallantly wore out of the line and led his fleet with the wind, on the starboard quarter, to their rescue. Lord Howe having only the *Leviathan* and *Bellerophon* with him, and they being both crippled, could not prevent the success of this skilful manœuvre.

The Queen Charlotte then wore, and at 4h., calling the ships round her, ran down to cover the Queen and Royal George, on which the French admiral appeared to have some design. Both vans were again engaged, and the Glory passing within pistol-shot of three ships in succession, knocked away a topmast from two of them. At 5h. the fire ceased, and both fleets formed in line on the larboard tack, the British being to windward. The damages of the British ships were soon repaired, and the utmost expedition having been used on board the Queen, that ship, on the following morning, was reported again ready for service.

In this day's action, the Royal Sovereign had eight men killed and twenty-two wounded. The Cæsar three killed and nineteen wounded. Queen, twenty-two killed and twenty-seven wounded, including William Mitchell, master, killed, and Captain Hutt, who lost a leg, and Lieutenants Robert Lawrie and A. P. Hollis (the latter slightly and not reported), wounded. Royal George, fifteen killed and twenty-three wounded, including Lieutenant George Heighham, and John Hughes, midshipman, killed. Invincible, ten killed, and William Whithurst, midshipman, and twenty wounded. Orion and Ramillies, each three men killed. Defence, one killed and four wounded. Majestic, one killed and thirteen wounded; and the Queen Charlotte lost her sixth lieutenant, Roger R. Rawlence, and one man killed; making a total of sixty-seven killed and 128 wounded.

On the 30th, the fog (which during the night had been thick) clearing away, the enemy was seen on the starboard tack, bearing south-west, but who, on perceiving the British, wore round upon the larboard—the same tack as the British. The Invincible, having sprung her mainmast, quitted the line, and was taken in tow by a frigate. At 10h. a.m. the British fleet formed in two columns, and the starboard, following the Queen Charlotte, bore up towards the enemy; but the fog coming on thick, Lord Howe made the signal for the fleet to come to the wind again on the larboard tack, and to form in close order; but notwithstanding all their caution, the ships became much scattered.

On the 31st, at 9h. a.m., the weather again cleared, and the British ships regained their proper order of sailing. At noon, the French fleet of thirty-two sail (twenty-six of the line) was seen bearing north, and in a perfect state. At 2h. p.m. Lord Howe again bore up, and the enemy also edged away and formed the line on the larboard tack. At 3h. 30m. the British hauled up a little, and formed in line on the larboard bearing, still steering towards the French. At 5h. p.m., when about five miles distant, the van and centre were signalled

to engage respectively those divisions of the enemy; but Lord Howe afterwards considered it advisable to delay his attack till the next day, and at 7h. p.m. the fleet hauled to the wind on the larboard tack, the *Phaëton* and *Latona* being stationed a mile to leeward to watch the enemy's motions.

Between the 29th of May and this day the *Montagnard*, *Indomptable*, and *Montblanc*, quitted the French fleet; and the *Juste*, *Trente-un-Mai*, *Trajan*, *Sans Pareil*, and *Téméraire*, under Rear-Admiral Nielly, joined Admiral Villaret, whose fleet thus reinforced consisted of twenty-six ships of the line.

The English fleet continued, during the night, to stand to the westward. At daybreak on the 1st of June, in lat. 47° 48' N., long. 18° 30' W., the wind moderate from south-by-west, the French were seen about six miles on the lee bow, formed in line of battle, on the starboard tack. At 5h. a.m., by signal, the British bore up together, steering north-west, and at 6h. 15m. north, until about 7h., when they hauled to the wind on the larboard tack, in order that the people might breakfast.

At 7h. 16m. Lord Howe made the signal that he intended to attack the enemy's centre, and engage to leeward. The fleet at this time were about four miles apart, and hove to. At 8h. 12m., the British fleet filled and bore up, and Lord Howe made the signal for each ship to steer for and engage her proper opponent. After some interchanges, the British were thus formed in line abreast, beginning from to windward:—*Cæsar*, *Bellerophon*, *Leviathan*, *Russell*, *Royal Sovereign*, *Marlborough*, *Defence*, *Impregnable*, *Tremendous*, *Barfleur*, *Invincible*, *Culloden*, *Gibraltar*, *Queen Charlotte*, *Brunswick*, *Valiant*, *Orion*, *Queen*, *Ramillies*, *Alfred*, *Montagu*, *Royal George*, *Majestic*, *Glory*, *Thunderer*.

Both fleets were under single-reefed topsails; the French backing and filling to preserve their stations in their line, which extended about east and west. The British fleet, in running down, steered about north-north-west, with the wind fresh at south-by-west, going about five knots an hour. At 8h. 30m. the preparative was hauled down, and signal to engage kept flying, upon which Lord Howe shut his signal-book, as the matter was so clear that it was impossible for any captain to mistake his duty. At 9h. the enemy's van opened fire upon the *Defence*, which ship was rather in advance of the line.

At 9h. 30m. the *Queen Charlotte*, setting a noble example, steered for the *Montagne*, 120, and was fired at by the *Vengeur*, the third ship astern; but instead of returning it, the British admiral ordered the top-gallant sails and foresail to be set, which soon carried him abreast of the *Achille*. After receiving and returning that ship's broadside, Lord Howe directed his course for the larboard quarter of the *Montagne*. It was

a critical moment; and ordering the Charlotte's helm to be put hard aport, that ship passed so close under the Montagne's stern that the French ensign brushed her lower rigging. A tremendous broadside was poured into the Montagne's stern; but just at this time the Jacobin, the Montagne's next astern, was seen stretching ahead and occupying the position abreast of the Montagne, which Howe was himself desirous of taking.

While Lord Howe was expressing his regret to the master, Mr. Bowen, that quick-sighted seaman observed by the movement of the Jacobin's rudder that she was in the act of bearing up, and instantly ordering the helm hard a-starboard, the Charlotte passed the Jacobin on the weather quarter, but so closely that her jib-boom grazed the larboard mizen-shrouds of the French ship. As the Jacobin bore up, she received the Queen Charlotte's starboard broadside in her larboard quarter. In return, the Jacobin shot away the Charlotte's fore-topmast. The Admiral then endeavoured to luff alongside of the Montagne, but the loss of the fore-topmast prevented it; and thus disappointed of his object, the Charlotte could only keep up a cannonade upon the Montagne's starboard quarter, which, however, proved most destructive, killing and wounding nearly 300 men. After having sustained this fire for some considerable time without returning a shot, the Montagne hauled aft her jib-sheet, and crossing the Charlotte's bows, quitted the line.

Observing that the Jacobin and several other ships were following the Montagne's example, Lord Howe made the signal for a general chase. At this time the Juste was on the larboard bow of the Queen Charlotte, and the Jacobin on her starboard quarter. The Juste, being also distantly engaged by the Invincible, lost her foremast, which was soon followed by the fall of her main and mizen-masts. At about the same time the Charlotte's main-topmast fell over the side. The Juste, then lying abreast, and to windward of the British admiral, with a French jack at her bowsprit end, set her sprit-sail, and wearing round, passed under the stern of, and raked the Charlotte. The *Républicain*, 120, was now seen on the weather quarter, engaged by the Gibraltar; and very shortly afterwards the *Républicain's* main and mizen-masts went by the board; the latter then bore up, and passed astern of the Charlotte without firing.

On quitting the Charlotte, the Montagne and Jacobin set their top-gallant sails, and stood towards their own van, which having reached, the Montagne wore, and followed by eleven ships, directed their course towards the Queen, then lying in a disabled state not far from the Charlotte. Lord Howe, perceiving her danger, directed such ships as were near to close and form in line for her protection, and having with difficulty

were round on the starboard tack, the *Queen Charlotte*, followed by several ships, stood towards their disabled consort. The French admiral, on seeing this, proceeded to the aid of five of his crippled ships to the eastward.

Taking the ships as they were placed in the line of battle, the following is a short statement of their proceedings.

The *Cæsar* hove to about 500 yards to windward of the French line. On being directed by signal from the *Bellerophon*, Captain Molloy endeavoured to bear up; but a shot having disabled the *Cæsar's* tiller, that ship did not bear up nor engage with any decided effect. None of her spars were shot away, but her masts and yards were wounded. Sixty-four shot lodged in her starboard side, and seven guns were disabled; she had fourteen men killed, and twenty-three, including Lieutenant Edward S. Dickson, wounded.

The *Bellerophon* did not open fire until upon the weather quarter of the *Eole*, within musket-shot; and, owing to the *Cæsar's* not closing, she had to sustain the fire of the three headmost ships of the enemy. At 10h. 50m. Rear-Admiral Palsey lost his leg, and was taken below. At 11h. 45m. the *Eole* and the leading ship, setting top-gallant sails, wore round, and after firing their starboard broadside at the *Bellerophon*, stood away to the eastward. The *Bellerophon* attempted to wear, but her fore and main-topmasts fell over the side; and at noon, having suffered considerably, Captain Hope called the *Latona* to her assistance. The frigate gallantly complied, receiving the fire of the two ships in passing, which she returned with some effect. The *Bellerophon* had her mainmast badly wounded, all her boats and spars on the booms, her running, and a great part of her standing rigging cut to pieces; but had only three seamen and one soldier killed, and the rear-admiral, captain of marines, Walter Smith, James Chapman, boatswain, and twenty-four seamen and soldiers wounded.

The *Leviathan*, at 8h. 50m., commenced firing on the *America*, and in less than an hour shot away her foremast. The *Trajan* and *Eole*, as they passed to leeward of the French line, hove to, and opened a galling fire on the *Leviathan's* starboard quarter. The *Leviathan* and her opponent then wore round, and the latter becoming the weathermost, the *America* endeavoured to escape; but her main and mizenmasts falling, she lay a mere hulk, with a third part of her crew killed and wounded. Her colours were flying on the stump of the mizenmast when the *Leviathan* quitted her, and made sail to close the admiral in obedience to the signal. The *Leviathan's* fore-topsail-yard was shot away, and all her masts wounded. She had ten seamen killed, and Nesbit Glen, midshipman, thirty-one seamen, and one soldier wounded.

The Russel, at 8h. 30m., hove to, and engaged the *Téméraire* to windward. At 10h. her fore-topmast was shot away. At 11h. the *Téméraire*, perceiving that the ships in her van had wore, filled, and made sail to leeward, followed through the line by the Russell; but the French ship hauling up to starboard, the Russell, in her disabled state, was unable to pursue her, and brought to on the larboard tack, to leeward of three French van ships. Receiving the fire of the *Eole* and *Trajan*, the Russell, after firing into the stern of the *America*, joined the line forming astern of the *Queen Charlotte*, and at 2h. 30m. p.m., hauled up, in obedience to the signal to stay by prizes. The Russell had eight seamen killed and twenty-six, including John Stewart and Montagu Kelly, midshipmen, and John Douglas, boatswain, wounded.

The Royal Sovereign, at 9h. 23m., opened fire on the *Terrible*, which was immediately returned. At 10h. Vice-Admiral Graves was badly wounded and carried below. At 10h. 38m. the main and mizen-masts of the Sovereign's opponent were shot away, and she bore up, or rather fell off before the wind from the loss of her after-sail. In this position she was raked several times by the Sovereign; but Captain Nichols, observing the van of the enemy making off, ordered the Royal Sovereign's courses to be set, and pursued the *Terrible*. The *Montagne* and *Jacobin* coming to the assistance of the latter, brought on an engagement at 11h. 45m. between the Sovereign and *Montagne*; but the latter, in about half an hour, bore away, and the Sovereign, after following her a short distance, hauled up in obedience to the signal to stay by prizes. Subsequently, she made sail after the *America*, which ship was escaping under her sprit-sail, and took possession of the prize.

The *Marlborough*, at 9h., commenced firing upon the *Impétueux* fell on board the *Marlborough*, hooking her larboard mizen-rigging, and in this position a furious cannonading took place. At 10h. 15m. the *Mucius*, the next ship astern, made sail away from the *Defence*, and this ship also fell on board the *Marlborough*. Previously to this accession of opposing force, the British ship had lost her mizen-mast; and just after the *Mucius* fell foul of her, the fore and mainmasts were also shot away. Still the gallant crew maintained an undiminished fire, which soon dismasted both opponents. To add to her already unequal contest, the *Montagne* now ranged up, and fired a broadside into the *Marlborough's* stern, which occasioned much loss, and wounded Captain Berkeley (who was obliged to quit the deck) and a midshipman. Lieutenant John Monkton then took the command, and continued to fight the ship, until, being in almost a defenceless state, the *Aquilon* frigate was called to her assistance and took her in tow. The Im-

pétueux, whose loss amounted to 100 killed and seventy-five severely wounded, was taken possession of by the Russell. The Mucius, although equally shattered, escaped. The Marlborough had one midshipman (Abraham Nelham), twenty-three seamen, and five soldiers killed; her captain, Lieutenants Michael Seymour (lost left arm) and Alexander Rudach; William Pardoe (master's mate), William Fitzgerald, John Linthorne, Richard Shortland, Walter Clarges, and David Humphreys, midshipmen (the two latter mortally), and eighty-two seamen and soldiers wounded.

The Defence, being rather in advance, was the first ship to cut through the enemy's line, passing between the Mucius and the Tourville. She was quickly surrounded, and her main and mizen-masts both fell, when her opponents, seeing her crippled state, passed ahead to the aid of their van ships. After the Mucius left her, as before related, the Républicain and other ships approaching to attack her, the Defence, after losing her foremast, made the signal for assistance, and the Phaëton came down and took her in tow. William Webster, master; John Fitzpatrick, boatswain; eleven seamen and four soldiers were killed; and John Elliot, master's mate; William H. Dillon, midshipman (slightly); Ensign Charles Boycot, 2nd regt.; twenty-five seamen and nine soldiers wounded. The Phaëton, in approaching to take the Defence in tow, passed under the stern of the Impétueux without firing; but the latter, contrary to the usage of war, opened her larboard guns on the frigate, upon which the Phaëton hauled up and returned the fire of the seventy-four for ten minutes, during which engagement she had three killed and five wounded.

The Impregnable, Tremendous, Barfleur, Invincible, Culoden, and Gibraltar brought to at some distance to windward. These ships were much damaged in sails and rigging. The Invincible had four men killed and ten wounded. Impregnable had her master, David Caird, and six seamen killed, and Lieutenant William Buller (mortally), Patterlo, boatswain, and twenty-two seamen wounded; this ship had her three topgallant-masts and fore-topsail-yard shot away. Tremendous had her first lieutenant (Francis Ross) and two men killed, and eight wounded. Barfleur, nine killed, and Rear-Admiral Bowyer, Lieutenant William Prowse, George Fogo, and William Clemons (midshipmen), and twenty-one men wounded. Culoden, two seamen killed, and Lieutenant Tristram Whitter and four men wounded; and Gibraltar, two killed and twelve wounded.

The Queen Charlotte's proceedings have already been related; her main and fore-yard and three topmasts were wounded in several places, her fore and main-topmasts and topsail-yards

shot away, and her sails and rigging much disabled. One lieutenant of foot (John Neville) and eleven seamen were killed, and Captain Sir Andrew Douglas, Midshipman John Holland, twenty-two seamen, and five soldiers wounded. Her principal loss was sustained in running down to break the enemy's line.

The Brunswick, the next ship to the admiral, suffered much from the fire directed at the Charlotte, and her cockpit was filled with wounded before she returned a shot. The Jacobin having shot ahead, as before mentioned, and the Achille having advanced to fill her place, the Brunswick bore up for the opening astern of the Achille, and was attempting to pass between the Achille and Vengeur; but the latter gallantly pushed forward, and closed the interval. The Brunswick then, having no alternative, ran the Vengeur on board to windward, her anchor hooking the French ship's larboard fore-shrouds and channels. Captain Harvey, on being asked by the master, Mr. George Stuart, if they should endeavour to cut her clear, exclaimed, "No; we have got her, and we will keep her." The ships then swang broadside to broadside, and both paying round off before the wind, dropped out of the line, engaging furiously. So close were these ships locked, that the Brunswick was unable to open her midship lower-deck ports, which were consequently blown off by the eager crew.

At 11h. the Achille bore down on the Brunswick's larboard quarter, having her rigging and gangways crowded with men, as if intending to board the British ship; but the discharge of a double-shotted, well-directed broadside from the latter, added to the cannonading she had previously received from the Queen Charlotte, brought down all three masts, the wreck of which falling over the starboard side, rendered her incapable of further resistance, and she struck her colours; they were, however, subsequently rehoisted. The Brunswick and Vengeur still continued their furious and destructive fight. Captain Harvey was wounded and knocked down by a splinter; but he still kept the deck, until having received a severe contusion in his right arm, he was obliged to go below. When descending the ladder, he called to those of his crew near him, and admonished them "bravely to fight the ship for the honour of their king and country," adding, "Remember my last words: the colours of the Brunswick shall never be struck!"

The command of the ship devolved on Lieutenant William Edward Cracraft, and after remaining three hours entangled, the two ships separated, tearing away the Brunswick's sheet and bower-anchors. The Ramillies coming up, endeavoured to take a position under the Vengeur's stern, but the difficulty of striking one ship and not the other obliged Captain Harvey to haul off, after attempting a few broadsides. The Ramillies

then made sail after the *Achille*, of which ship she made a prize. The *Vengeur*, about 1h. p.m., ceased firing, and showed a union jack over her quarter, which she afterwards displayed at her cross-jack-yardarm; but the *Brunswick* had no boat to send to take possession. At 1h. 30m. the *Brunswick* lost her mizen-mast, and her other masts were so badly wounded that she was unable to haul up for the fleet; she therefore steered to the northward, with the intention of making the first British port. The *Brunswick* had been three times on fire, twenty-three guns disabled, her starboard-quarter gallery knocked away, and the best bower-anchor, with the starboard cathead towing under her bottom. Her loss amounted to Captain of foot Alexander Saunders, Thomas Dalton (master's mate), and James Lucas (midshipman), thirty seamen and eleven soldiers killed; and her captain (mortally), Lieutenants Rowland Bevan and Charles F. Wintour, Henry Hurdis, midshipman, Ensign Harcourt Vernon, ninety-one seamen and nineteen marines wounded; total, forty-five killed, 113 wounded.

Shortly after the *Brunswick* quitted the *Vengeur*, the latter's fore and mainmasts fell, and with her mizenmast only standing, she lay rolling, her lower-deck ports in the water, many of which having been torn off or shot away by the *Brunswick*, she was soon filled with water; but, although fast sinking, her colours, which had been rehoisted, were kept flying. Fortunately for her, at 6h. 15m. p.m., the *Alfred*, *Culloden*, and *Rattler* (cutter) approached her, and observing her state, humanely sent their boats alongside, and by great exertions saved about 400 men.

The *Valiant* hove to at 9h. 30m. to windward of the *Patriote*, but soon afterwards passed the *Achille* just as the *Queen Charlotte* quitted her. At 10h. 5m. the *Achille*'s main and mizen-masts fell over the side, upon which the *Valiant* pushed on, and brought to to windward of the *Royal Sovereign*. The *Valiant* had her main-topsail and cross-jack-yards shot away, two men killed and nine wounded.

The *Orion* engaged the *Northumberland* and also the *Patriote* distantly, both which ships bore up at 10h. 30m., and the masts of the former having been much disabled by the *Queen*, fell over the side. The *Orion* lost her main-topmast, which carried with it the maintop and topsail-yard. She then hauled up in support of the *Queen Charlotte*. She had two killed and twenty-four wounded.

The *Queen* suffered much while running down into action, and in endeavouring to get alongside the *Northumberland*, which having set her courses was fast shooting ahead. Unable to close the *Northumberland*, the *Queen* steered for the *Jenappes*, which ship also made sail and bore up; but the

Queen followed the *Jenappes*, keeping close upon her starboard quarter. At 10h. 45m. the *Jenappes* lost her mizenmast, and at 11h. a.m. the mainmast of the Queen fell, springing the mizen-mast, and crushing the fore part of the poop and larboard bulwarks of the quarter-deck. The *Jenappes'* fore and mainmast soon afterwards came down; and her crew, having been driven from their guns, came on deck and waved their hats in token of submission. But the Queen was so disabled that, after an hour's hard work in repairing damages, she could only then be got round with her head towards her own fleet. At 12h. 30m. p.m. twelve sail were seen through the smoke standing towards her, but their designs were frustrated, as we have seen, by the Queen Charlotte. The *Montagne* and her second did not fire, but the remaining ships, the last of which was the *Terrible*, with only her foremast standing, fired upon the Queen in passing. The latter French ship was in tow of three frigates, two of which having cast her off, also hauled to the wind to engage the Queen, but soon bore away again, taking the dismasted *Jenappes* with them. The Queen had fourteen men killed, and Lieutenant Richard Dawes, Acting Lieutenant George Crymes, Francis W. Kinneer (midshipman), and thirty-seven men wounded. The proceedings of the next five ships afford little room for remark.

The *Ramillies*, previously to her attack upon the *Vengeur* and taking the *Achille*, engaged the *Pelletier*. The *Montagu's* loss in the action amounted to Captain Montagu and three men killed, and thirteen, including the Honourable John A. Bennett and Thomas Muir, midshipmen, wounded. The *Alfred* had eight men wounded only; and the *Majestic* two killed and five wounded.

The *Royal George*, at 9h. 38m. a.m., opened fire on the *Sans-Pareil* and *Républicain*, and passed through the line between those ships, engaging both in gallant style. Her loss in the action amounted to five killed, and Lieutenant Thomas Ireland, John Bamborough, master, Thomas Boys and Thomas Pierce, midshipmen, and forty-five seamen and marines wounded.

The *Glory* was a very slow-sailing ship, but at length got into action, and, passing under the stern of the *Scipion*, hauled up and closely engaged her to leeward. In a little time she knocked away the *Scipion's* three masts, herself losing her fore-topmast and main and mizen top-gallant masts. Then shooting ahead, the *Glory* became opposed to the *Sans Pareil*, whose fore and mizen-masts had just before been shot away by the *Royal George*. The *Glory* and *Royal George* then together raked the *Républicain*, and compelled her to retreat with her masts in a tottering state, so that shortly afterwards her main and mizen masts fell over the side. The *Glory* was much crippled,

and had her master, George Metcalfe, David Greig, midshipman, and eleven men killed, and thirty-nine wounded. The loss of the *Sans Pareil* from the fire of the *Royal George* and *Glory* amounted to 300 in killed and wounded; but although she surrendered, neither of the two British ships were in a condition to take possession of her.

Notwithstanding the number of ships which surrendered, and that others were in such a dismasted and crippled state that a single broadside from a British ship must have compelled them to strike, the following were the only trophies of the victory of the glorious first of June:—80-gun ships *Sans Pareil* and *Juste*, and 74-gun ships *America*, *Impétueux*, *Achille*, and *Northumberland*.

The total British loss throughout this series of actions was 296 killed and 844 wounded.

It was the 3rd of June before Lord Howe was enabled to make sail with his fleet and prizes. He then steered to the north-east, and on the 13th anchored at Spithead with his six prizes. The royal family visited Portsmouth, and His Majesty, attended by his Prime Minister, held a levee on board the *Queen Charlotte* at Spithead, and there presented the gallant veteran (then sixty-nine years of age) with a sword valued at 3000 guineas, and also with a gold chain to be worn round his neck. The next officer in command of the fleet was created Lord Graves, and Sir Admiral Hood became Viscount Bridport. Rear-Admirals Bowyer, Gardner, Pasley, and Curtis were created baronets; and Sir George Bowyer and Sir Thomas Pasley had each a pension of £1000 per annum granted for their wounds. The senior lieutenants were made commanders, and a vote of thanks to the officers, seamen, marines, and soldiers passed both Houses of Parliament. Mr. James Bowen, the master of the *Queen Charlotte*, was rewarded by promotion, and the captains, to testify their admiration of his conduct, appointed him their agent for the prizes.

Thus ended this eventful year. As in previous years, many other minor engagements between single vessels took place. In the majority of these instances, through indomitable gallantry and tact, fortune favoured the British.

CHAPTER XV.

1795.

BATTLE BETWEEN BRITISH AND FRENCH OFF GENOA—A SERIES OF ACTIONS BETWEEN BRITISH AND FRENCH—BATTLES FOUGHT BY ADMIRALS CORNWALLIS, BRIDPORT, HOTHAM, RAINIER, AND ELPHINSTONE.

On the 8th of March, 1795, Admiral Hotham was lying in Leghorn Roads with fourteen sail of the line and six frigates.

In the course of the day the *Moselle*, Commander Charles D. Pater, appeared in the offing with the signal for a fleet bearing north-west. On the 9th, the British fleet put to sea with a strong breeze at east-north-east, and steered for Cape Corse; and on the 10th, the French fleet was seen by the British advanced ships working back to Toulon, consisting of fifteen sail of the line.

On the morning of the 13th, the British admiral, finding the French had no intention of fighting, made the signal for a general chase. At 8h. a.m. the *Ça-Ira* (third from the French rear) ran foul of her second ahead—the *Victoire*—and carried away her own fore and main-topmasts. Captain Thomas F. Fremantle, of the *Inconstant*, at 9h. a.m., being far advanced in the chase, on seeing the disabled state of the *Ça-Ira*, gallantly ranged up on her larboard side, and engaged for some time. The French frigate *Vestale* then bore down to take the *Ça-Ira* in tow, and fired into the *Inconstant*. At 10h. 50m. the *Agamemnon* and Captain attacked the *Ça-Ira*, and continued annoying her until 2h. 15m. p.m., when several French ships bearing down to the support of their disabled companion, the *Agamemnon* and Captain bore up to rejoin their fleet by signal from the admiral. The enemy kept on the larboard tack during the night, with the wind at south-west, followed by the British, each ship of which carried a light.

At daybreak on the 14th, Genoa bearing north-east, distant seven leagues, the *Ça-Ira* was observed a long distance astern, and to leeward of her fleet, in tow of the *Censeur*. About 5h. 30m. a breeze springing up from the north-west, obliged the British to tack, and gave them the weather gage. The Captain and Bedford, in obedience to signal, bore up, and at 7h. engaged the *Ça-Ira* and *Censeur*, while the remainder of the British fleet stood on in close order of battle for the body of the French fleet. The Captain in approaching the *Ça-Ira* received so much injury from the fire of the two French ships that she made the signal for assistance. The Bedford was also disabled, and towed out of the action. At 8h. the French fleet having wore in succession, with the intention of passing between their disabled ships and the British line, closed the British fleet on opposite tacks; but in order to frustrate the design of the French admiral, the British fleet edged away, and obliged the French fleet to go to windward. Beyond this passing fire, nothing appears to have been done; for after having cleared the British fleet on the larboard tack, the French fleet tacked and stood away to the westward under all sail, leaving the *Ça-Ira* and *Censeur* to their fate. These ships did not surrender until after a desperate resistance, in which their masts were shot away, and they sustained a loss of 400 men.

The killed and wounded in the British fleet were 74 killed and 284 wounded.

Taking in tow the dismasted ships and prizes, the fleet bore away for Spezzia. The *Illustrious*, having parted company in tow of the *Meleager*, experienced very bad weather, and anchored in Valence Bay, where she parted her cables, struck the ground, and after every attempt having been made in vain to save the ship, the crew were taken out by the exertions of Captains Brisbane and Hallowell, and the ship set on fire. The naval medal has been granted to the participators in this action.

On the 10th of April, at 10h. a.m., Rear-Admiral Colpoys, with five sail of the line and three frigates, being in the Channel, discovered three frigates in the north-west quarter. The 74-gun ship *Colossus*, Captain John Monkton, having got within shot of the sternmost, opened fire, which the frigate returned. The frigates then separated, steering different courses. The 32-gun frigate *Astrea*, Captain Lord Henry Paulet, with the 74-gun ships *Robust* and *Hannibal*, pursued the ship that steered to the north-west, and having, at 6h. p.m., outsailed the line-of-battle ships, arrived up with the French 36-gun frigate *Gloire*. At 10h. 30m. the *Astrea* brought her to close action, and after fifty-eight minutes' warm contest, the French colours were hauled down. Both ships were much disabled in masts and rigging. The *Astrea* had eight men wounded; *Gloire*, forty killed and wounded. Lieutenant John Talbot was made a commander, and posted the following year. The *Gloire's* consorts were the 36-gun frigates *Gentille* and *Fraternité*. The former was captured by the *Hannibal*, seventy-four, but the *Fraternité* escaped. The *Gloire* and *Gentille* were added to the British navy under the same name. The naval medal has been granted for the above action.

On the 9th of May, at daybreak, as Captain Sir Richard Strachan's frigate squadron, consisting of the *Melampus*, with the *Diamond*, *Hébé*, *Niger*, and *Syren*, Captains Sir William S. Smith, Paul Minchin, Edward J. Foote, and Graham Moore, was lying at anchor in Gourville Bay, Jersey, a French convoy of thirteen vessels was observed running down the French shore to the southward. The squadron weighed, and proceeded in chase. At 6h. a.m. the *Melampus* opened fire, and the whole convoy, with the exception of a cutter which got round Cape Carteret, ran inshore, and took shelter under the guns of a small battery and of two gun-vessels. The boats of the frigates were then ordered away, and under cover of the frigates' guns, notwithstanding a smart fire from the battery and gun-boats, boarded and brought off all but one of the convoy (principally laden with ship-timber and stores), including also the gun-boats, each of which mounted three long 18-

pounders. On the 3rd of July, Sir Richard, having with him only the *Hébé*, captured off St. Malo six out of thirteen vessels laden with military stores, as well as one of the armed brigs which formed their convoy.

On the 24th of June, the 28-gun frigate *Dido*, Captain George H. Towry, and 32-gun frigate *Lowestoffe*, Admiral Robert G. Middleton, having been despatched by Admiral Hotham to reconnoitre the harbour of Toulon, discovered nearly ahead, and standing towards them, the French 40-gun frigate *Minerve*, Captain Perrée, and *Artémise*, thirty-six, Captain Charbonnier, which frigates had been despatched to obtain information of the British fleet. The private signal having been made by the *Dido*, the enemy wore and stood away, pursued by the British frigates. At 8h. a.m. the enemy, perceiving the inferiority of the pursuing ships, wore and stood towards them. When within a mile of the *Dido*'s weather-bow, the *Minerve*, being ahead of her consort, wore and came to the wind on the larboard tack to windward, and at 8h. 30m. commenced the action. The *Dido* reserved her fire until 8h. 45m., by which time the *Minerve* was on her weather-beam.

The *Minerve* then putting her helm a-weather, and squaring her yards, bore down upon the little ship with the apparent intention of sinking her, which, from her size and the fresh wind, she probably would have done. But just as her flying jib-boom was touching the main-yard of the *Dido*, the latter, to avoid the shock, bore up also, and the round of the *Minerve*'s bow struck her on the larboard quarter. The shock was so great that it threw the British frigate athwart the *Minerve*'s hawse, the bowsprit of the latter locking in the *Dido*'s mizen rigging. After a short time the bowsprit snapped, carrying with it the *Dido*'s wounded mizen-mast. With the bowsprit (which for a time had been a ladder for the French to board by, and had literally suspended the *Dido* by the latter's mizen rigging) several of the French assailants were carried overboard, and also with the *Dido*'s mizen-mast the British colours.

These latter were, however, quickly replaced by a union jack, which, with characteristic bravery, was nailed to the stump of the mizen-mast by Henry Barling, one of the *Dido*'s quarter-masters. The *Minerve* now ranged ahead of the *Dido*, and the cannonade, which had scarcely ceased for a moment, was for a time suspended by the arrival of the *Lowestoffe*. Having passed ahead of the *Dido*, the *Lowestoffe* placed herself on the French ship's larboard bow, and at 9h. a.m. shot away her foremast and remaining topmasts. At 9h. 15m., the escape of the *Minerve* being impossible, Captain Towry made the signal to chase the *Artémise* (which ship was making off). The *Lowestoffe* accordingly made sail in chase; but Captain Towry,

perceiving that the French ship gained on the *Lowestoffe*, recalled the latter, and at 11h. 30m. renewed the action with the *Minerve*.

At 11h. 45m., on the fall of her mizen-mast, the *Minerve* surrendered. At this time the *Artémise* was hull down to windward. The *Dido*, out of a crew of 193 men, had her boatswain (Cuthbert Douglas) and five seamen killed, and her first lieutenant (Richard Buckoll), captain's clerk (Richard Willan), and thirteen seamen wounded. The *Lowestoffe* sustained no loss; and the *Minerve* is said to have had no more than twenty killed and wounded, exclusive of those lost overboard with the bowsprit. Captain Towry was appointed to command the *Minerve*, and Lieutenant Buckoll promoted to the rank of commander; Lieutenant Joshua S. Horton, of the *Lowestoffe*, was also promoted. This is a navy medal action.

On the 30th of May a squadron sailed from Spithead for a cruise off Ushant. It comprised eight ships and was under the command of Vice-Admiral Cornwallis.

On the 8th of June, the *Triumph*, at 10h. 30m. a.m., made the signal for six sail bearing east by north. The strangers formed a squadron under Rear-Admiral Vence, with a convoy bound to Brest, and they chased them into Palais Road, Belle Isle. The British squadron, having secured eight sail of small vessels, continued to blockade the French squadron. Information of the blockade having reached Brest, a squadron of nine sail of the line sailed on the 12th of June, and on the 15th effected a junction with Admiral Vence off Groix. Their force was then twelve sail of the line and eleven frigates.

On the 16th, at 10h. 30m., this fleet, under the command of Vice-Admiral Villaret Joyeuse, while beating to windward, with the wind at west-north-west, came in sight of Vice-Admiral Cornwallis's squadron, returning to look after M. Vence. The *Phaëton*, after making the signal for the enemy, did not haul to the wind until their force had been ascertained to consist of thirteen sail of the line and fourteen frigates. This being signalled, the squadron came to the wind on the starboard tack in the following order:—Brunswick, Royal Sovereign, Bellerophon, *Triumph*, Mars. At 2h. p.m. the French fleet separated; one division continuing on the same tack as the British, while the other stood to the northward on the larboard tack. At 6h. p.m. the wind shifted to the northward.

During the night the wind was light and variable, and at daylight on the 17th the French fleet was observed in three divisions; the weather division, consisting of three sail of the line and five frigates, being nearly abreast, and to windward of the British squadron; the centre division of six sail of the line

and four frigates, being on the weather quarter of the squadron; and the lee division, of four sail of the line, five frigates, two brigs, and two cutters, right astern. At 6h. a.m. the British squadron bore away two or three points, so as to enable the ships to set the starboard studding-sails, which altered the relative positions of the French fleet. At 7h. the admiral ordered the *Bellerophon* to go ahead of the *Royal Sovereign*. At 9h. a.m. the van ship of the French weather division, assisted by the *Virginie*, Captain Bergeret, commenced firing on the *Mars*.

At 11h. 10m., the *Phaëton*, being then a long distance to windward, made the signal for a fleet, by letting fly top-gallant sheets, in order to deceive the enemy; but the deception did not appear to take effect, as the French ships continued to chase and engage the sternmost British ships without any apparent difference. At 1h. 30m. p.m. the *Zélé*, having lost her maintop-gallant-mast, and being otherwise damaged by the fire of the *Mars*, dropped astern, and was succeeded by her next astern. Observing that the *Mars* had fallen much to leeward, and that it was likely, from her disabled state, she would be overpowered by the enemy's ships, then closing round her, the admiral, in the *Royal Sovereign*, at 3h. 35m., gallantly wore out of the line, and bore up in company with the *Triumph* to protect her. At 3h. 52m., on nearing the *Mars*, the crew greeted the admiral with three hearty cheers.

The effect of this movement on the part of the *Royal Sovereign* was most decisive; for the leading French ships, not desiring to encounter the broadside of the British three-decker, wore, and left the *Mars* unmolested. A partial firing continued till 7h. 10m., when the French fleet hauled to the wind, and gave over the action. The only two British ships which sustained any injury from the fire of the enemy were the *Mars* and *Triumph*. The *Mars* had her masts and yards much cut by shot, and twelve men wounded, but none killed. The *Triumph* had her masts and sails cut, and received several shot in her hull, but had no one hurt. This action entitles the participators to the naval medal.

The French fleet anchored off Belle Isle, and having weighed from thence, on the 22nd of June, at 3h. 30m. a.m., came in sight of the Channel fleet in the north-west, consisting of seventeen sail of the line under Admiral Lord Bridport.

Lord Bridport put to sea to protect an expedition to Quiberon, under Sir John Warren, and having reached Belle Isle, the fleet stood off again, to be prepared for the Brest fleet.

Finding that the French fleet had no intention of offering battle, Lord Bridport made the signal for the *Sans Pareil*, *Orion*, *Colossus*, *Irresistible*, *Valiant*, and *Russell* to chase, and at

6h. 45m. a.m. the signal was made for a general chase. The British fleet then crowded every sail, but at noon the enemy were twelve miles distant, standing in for the land. At 7h. 26m. p.m., having closed the French a little, directions were given to harass their rear; but at 10h. it fell calm.

On the 23rd, at daybreak, a light breeze sprang up from the south-west, and the French fleet were seen ahead in a cluster, about three miles to the eastward. The British ships were much scattered, the Queen Charlotte being a long distance ahead of all except the Irresistible. At 4h. a.m. Belle Isle bore east, about eight miles distant on the lee bow. At 5h. a French frigate took the Alexandre in tow; and at 6h. this ship and two others opened fire on the Irresistible. The frigate soon cut the Alexandre adrift, and made sail ahead, when the Irresistible engaged the latter, and was passed by the Orion and Charlotte. At about 6h. 15m. the Charlotte fired her starboard broadside into the Formidable, Captain Linois, and a close action commenced.

At 6h. 30m. the Formidable was fired into by the Sans Pareil, but leaving the Formidable to the Charlotte, the Sans Pareil pushed on. The French ship about this time caught fire on the poop, and being much disabled, dropped astern. On her mizenmast falling, she bore up and struck her colours. The Queen Charlotte was also by this time quite unmanageable, and having dropped astern, at 7h. 14m. fired a broadside into the Alexandre, and that ship being already in a very crippled state, hauled down her colours. The Tigre was brought to action by the Sans Pareil, and the London and Queen also taking part, the French ship surrendered. At 8h. the Royal George passed the Queen Charlotte, but the latter having repaired some of her damages, speedily made all sail ahead to support the admiral. At 8h. 15m. the Colossus and Sans Pareil's signals were made to discontinue the action. The Royal George, after receiving the fire of the Peuple, bore up, and fired her broadside into the latter; but by this time the fleet had gone so close in with the land that Lord Bridport considered it prudent to discontinue the chase.

The British fleet having given over the pursuit, the French admiral kept his wind, and after several tacks anchored within the Isle of Groix. The Queen Charlotte, Sans Pareil, and Irresistible were the only ships whose masts and spars were materially injured.

British loss—thirty-one killed and 113 wounded. The Tigre had 130 men killed and wounded; Alexandre, 200; and Formidable, more than 300. Lord Bridport, Sir Alan Gardner, and Lord Hugh Seymour, received the thanks of Parliament. The naval medal has been awarded for this

action. The *Tigre* retained her name in the British navy, but the name of the *Formidable* (a very fine ship) was changed to *Belleisle*. The *Alexandre* was also restored to her place in the navy list.

On the 6th of July, the *Agamemnon* being off Cape del Melle, was chased by the Toulon fleet of seventeen sail of the line. Closely pursued, the *Agamemnon* made for St. Fiorenzo Bay, and at 9h. 30m. a.m., on the 7th, got sight of the British fleet of twenty-two sail of the line at anchor in that bay, when the French admiral hauled to the westward. At 9h. p.m. Admiral Hotham, having used the greatest expedition, weighed with his fleet, comprising twenty-three sail of the line. At noon on the 8th, the fleet, having cleared the bay, made all sail after the enemy, and on the 13th, being off the Hyères Islands, at 3h. a.m., it having blown a heavy gale during the night, the French fleet was discovered about ten miles distant on the lee beam, bearing from the British east-north-east, and standing to the northward. The van ship of the enemy, at 3h. 30m., was half a point before the lee beam of the *Victory*, the leading ship of the British. Five sail were also observed two or three miles astern of the body of the fleet. Admiral Hotham, from some unexplained cause, instead of bearing up for the French then under his lee, ordered his fleet, at 3h. 45m. to form on the starboard tack, thereby standing right away from the enemy. The British continued to stand on the starboard tack for one hour, when the signal was made to form on the larboard tack under easy sail. The French, taking advantage of this oversight of the British admiral, formed a compact line, and stood away two points off the wind towards a friendly port.

At 8h. Admiral Hotham made the signal to chase, but by this time the French were a long distance ahead. The pursuing fleet made all the sail the masts would bear—it still blowing fresh; but as the sun got up, the wind fell light, and at noon was nearly a calm. By this time the *Victory*, gallantly supported by the *Cumberland*, *Culloden*, *Agamemnon*, and *Defence*, was only three-quarters of a mile from the rear of the French fleet, and seven or eight miles in advance of their own, the sternmost being half-topsails down. At 12h. 30m. p.m., the wind shifted suddenly from south-west by west to north, taking the ships aback, which on their coming round on the starboard tack, brought the broadside of the three sternmost French ships to bear on the *Victory*.

In twenty minutes the *Alcide* was so disabled by the fire of the *Victory* and *Culloden* that she ceased firing, and at 2h. struck her colours. The *Culloden* having lost her main-topmast, and the *Victory*'s foretopsail-yard being shot away, and

her sails and running rigging cut to pieces, the Cumberland passed them, and attacked the Justice frigate, which, with the Alceste, had approached to take the Alcide in tow; but she had only taken up her position alongside when the signal to discontinue the action was seen flying on board the Britannia; but the Victory had to repeat the signal more than once to the Cumberland before it was obeyed. When the recall was made by Admiral Hotham, the Blenheim, Gibraltar, Captain, and some others were closing with the rear ships of the enemy; but those ships having wore, in obedience to the signal, the French fleet, unmolested, proceeded on to Frejus Bay.

In July, a force under the order of Rear-Admiral Rainier, in the Suffolk, seventy-four, with the Centurion, fifty, Captain Samuel Osborn, and several transports, sailed from Madras to reduce the Dutch possessions in the island of Ceylon. On the 18th of August, Trincomalé surrendered; and on the 27th, the fort of Oostenburg also fell into the possession of the British; likewise the post at Jaffnapatam. On the 1st of October, Mollette, and on the 5th, Manar, were also taken. The settlement of Malacca capitulated on the 17th of August to the force under Captain Newcome, of the Orpheus frigate. Chinsurah, Cochin, and all the remaining Dutch settlements surrendered before the close of the year.

In the month of September the Cape of Good Hope was surrendered by the Dutch to a British force, consisting of seven ships under Vice-Admiral Sir George Keith Elphinstone, K.B., and a large body of troops under General Alured Clarke and Major Craig.

The close of this year again witnessed the balance of successes fall to the British, both in the important engagements as well as in numerous minor ones between single ships, not narrated.

CHAPTER XVI.

1796.

A SERIES OF MINOR ENGAGEMENTS.

On the 20th of April, 1796, a frigate squadron, consisting of the Indefatigable, Commodore Sir Edward Pellew; Amazon, Captain Robert C. Reynolds; and Concorde, Captain Anthony Hunt, while lying-to off the Lizard, waiting to be joined by the Révolutionnaire, a large frigate was observed to seaward, and all sail instantly made in chase. After a run of 168 miles in fifteen hours, the Indefatigable, at a little after midnight, got up with the chase, which proved to be the French 40-gun frigate Virginie, Captain Jacques Bergeret; and after encountering a most gallant resistance, compelled her to surrender, just as the Concorde was about to take part in the action.

The *Virginie* had fifteen men killed and twenty-seven wounded, and when taken possession of had four feet water in her hold. The *Virginie*, being a fine new frigate, was added to the British navy, and the command of her given to Captain Hunt. The naval medal is granted for this action.

On the 25th of April, intelligence having reached Commodore Nelson that a convoy laden with stores for the use of the French army in Italy had entered Laona Bay, he proceeded thither in the *Agamemnon*, with the 64-gun ship *Diadem*, Captain George H. Towry; *Meleager*, Captain George Cockburn; and 16-gun ship sloop *Peterel*, Commander John Temple. On his arrival, four vessels were seen lying under the heavy batteries in the bay, upon which the boats were sent away, covered in their advance by the guns of the ships. Although exposed to a severe fire, the service was effectually performed, and without loss of life; but Lieutenant James Noble, of the *Agamemnon*, and two seamen were wounded, the former badly. Lieutenants Maurice W. Suckling, Noble, and William Compton, of the *Agamemnon*; John Culverhouse, of the *Meleager*; and James Ryder, of the *Diadem*, were all honourably mentioned.

On the 8th of June, the British 18-pounder 32-gun frigate *Unicorn*, Captain Thomas Williams, and 12-pounder 36-gun frigate *Santa Margarita*, Captain Thomas B. Martin, discovered the French 36-gun frigates *Tribune* and *Tamise*, and 18-gun corvette *Légère*, forming part of a French squadron under Commodore Moulston, which had sailed on the 4th of June from Brest. At 9h. a.m. the British frigates bore away in chase, and at 1h. p.m. the French ships, having hoisted their colours, and the *Tribune* a broad pendant, fired their stern-chasers, which did great damage to the sails and rigging of the British ships. At 4h. p.m. the *Tamise* bore up to rake the *Santa Margarita*, which enabled the latter to place herself alongside the *Tamise*, and, after a close engagement of twenty minutes, compelled her to haul down her colours. The *Tamise* sustained a loss of thirty-two killed and nineteen wounded; the *Santa Margarita*, two killed and three wounded. The *Tamise* (late the British 32-gun frigate *Thames*), Captain Fradin, had been mounted with additional 36-pounder carronades, and had on board, during the action, in all forty guns. The combatants, therefore, were, in most respects, well matched. Commander Joseph Bullen, a volunteer on board the frigate, was honourably mentioned in Captain Martin's official letter, also Lieutenant George Harrison, and both these officers received promotion. The *Tamise* was restored to the British navy as a 12-pounder 32-gun frigate. This service is distinguished as a medal action.

The Unicorn, from the disabled state of her sails and rigging, did not get alongside of the Tribune until 10h. 30m. p.m., having run 210 miles. The Unicorn having arrived on the weather quarter of the Tribune, the crew cheered and commenced the action; but after engaging for thirty-five minutes, the Tribune dropped astern, and it is supposed to be her intention to cross the stern of the Unicorn; this was, however, prevented by the latter, who, throwing all a-back, took up her position as before. The mainmast and mizentopmast of the Tribune soon afterwards fell, and she then surrendered. The Unicorn's first lieutenant and some of her best seamen were away in a prize, having only 240 on board; she sustained no loss whatever.

The Tribune had thirty-seven men killed, and Commodore Moulston and fourteen men wounded. The number of men (more by 100) on board the French ship, as well as her advantage in point of size (the Unicorn being of 791 and the Tribune 916 tons), in a great measure compensated the Tribune for the Unicorn's 18-pounders. The second lieutenant, William Taylor, though highly spoken of, never received promotion. Captain Williams had the honour of knighthood conferred upon him. The naval medal is granted to the surviving participators.

On the 15th of July, the 50-gun ship Glatton (armed with 68-pounder carronades on the lower and 32-pounders on the upper deck), Captain Henry Trollope, being on a cruise near the coast of Flanders, fell in with a squadron of four French frigates and two corvettes, bearing down to join a brig and a cutter. At 8h. p.m. the Glatton steered for the French ships, which were by this time formed in line on the larboard tack, Captain Trollope deeming this a good opportunity for trying the effect of his novel armament. The French squadron was composed of the 46-gun frigate Brutus (a razeeed 65-gun ship); 38-gun frigate Incorruptible; 36-gun frigate Magicienne; République, twenty-eight; two corvettes of twenty-two guns each, and a cutter.

At 9h. 45m. the Glatton arrived abreast of the three sternmost ships, but reserving her fire, she steered for the largest, being the second from the van; Captain Trollope considering this to be the commodore's ship, hailed and ordered her to strike. French colours were instantly displayed, and the whole squadron commenced firing on the Glatton. Being within twenty yards of the enemy the Glatton poured in her terrific broadside. The van ship, which was ahead of the Glatton's opponent, tacked, and in passing the Glatton to windward, received the contents of her larboard broadside. The effect was astounding, and the frigate showed no desire for a repeti-

tion. The *Glatton* continued on the larboard tack, to windward of the French commodore, although the pilot declared to Captain Trollope that the ship would soon be ashore. Captain Trollope's reply was, "When the French ship takes the ground, do you go about."

The enemy soon afterwards hove in stays, and in this position received a raking broadside from the *Glatton*. The *Glatton* also tacked, but with difficulty; and her masts being much wounded, the men were ordered up to reef the topsails. The French ships, deeming that the *Glatton*, from her temporary silence, was about to surrender, tacked to close with her, but the fire from the British ship soon compelled them to haul off again; and the whole squadron, thus completely beaten, made sail out of gunshot. To pursue was useless, as the *Glatton's* sailing powers were not on a par with her broadside force; and the French ships therefore on the following day reached Flushing, where one of the ships sank, and four of them had their decks ripped up, and received great damage; but their loss in killed was never ascertained. The *Glatton* had none killed and two (Captain H. L. Strangways, of the marines, and one marine) wounded. For this most dashing performance Captain Trollope was presented by the merchants of London with an elegant piece of plate.

On the 13th of October, at daybreak, the 12-pounder 32-gun frigate *Terpsichore*, Captain Richard Bowen, discovered the Spanish 34-gun frigate *Mahonesa*, Captain Don Ayaldi, which at 9h. 30m. a.m. approached within hail of the British frigate, and fought a spirited action until 10h. 20m. The *Terpsichore* being disabled in her rigging, the *Mahonesa* endeavoured to escape; but having repaired damages, the *Terpsichore* again succeeded in getting alongside her enemy, and compelled her to strike. The *Mahonesa*, out of 275, had thirty men killed and thirty wounded; but the *Terpsichore*, whose crew numbered only 182, had four wounded. This action was fought off Carthage, where the Spanish fleet was at anchor. The above is a naval medal action.

On the 26th of November, the 28-gun frigate *Lapwing*, Captain Robert Barton, being off Anguilla, at 10h. p.m. brought to action the French 20-gun ship *Decius* and the 6-gun brig *Vaillante*, having on board upwards of 200 troops. After an hour's contest, the brig wore away, and in twenty minutes the *Decius* surrendered. After securing her prize, the *Lapwing* chased the brig, which she drove on shore, and completely destroyed. The *Lapwing* had one man killed and six wounded; but the *Decius* is represented to have lost out of 336 men, including troops, eighty killed and forty wounded. On the following day, the *Lapwing* was pursued by the *Thetis* and

Pensée, upon which Captain Barton set the prize on fire. The above is a naval medal action.

On the 12th of December, the *Terpsichore*, having repaired the damages received in action with the *Mahonesa*, was off Cadiz, and at daybreak made sail for a frigate on her weather quarter. Owing to a fresh gale, which lasted throughout the day, and the variableness of the wind, nothing could be done. On the 13th, at 9h. 30m. p.m., the stranger—the French 36-gun frigate *Vestale*, Captain Foucaud, shortened sail, and allowed the *Terpsichore* to come within hail of her weather quarter. Having received no reply to his hail, Captain Bowen, being about half pistol-shot distant on her weather beam, commenced the action.

A spirited contest ensued, and at 11h. 40m., the French frigate having been reduced to an unmanageable state, with her captain and principal officers killed, hauled down her colours. The *Vestale*'s mizen-mast fell shortly afterwards; and at that time another gun, going off accidentally, badly wounded in the shoulder Lieutenant George Bowen, who was the only lieutenant on board. The British frigate commenced the action with 166 men and boys, and had four men killed, and eighteen, including Lieutenant Bowen and Francis W. Fane, midshipman, wounded. The *Vestale*, out of 270 men, had her captain, two officers, and twenty-seven men killed, and thirty-seven wounded. The *Vestale*'s fore and main-masts fell before she was fully in possession of the British; and being a wreck upon an enemy's coast, and lee shore in a strong gale of wind, Captain Bowen was unable to secure his prize. The *Terpsichore* was with difficulty saved. The master of the *Terpsichore*, James Elder, was in charge of the prize, and having anchored her, she rode out the gale during the night.

On the succeeding day, the *Terpsichore* attempted to tow her off the land, but was unsuccessful, and the frigate, having all her crew on board, which it had been found impossible to remove, was left another night in the same predicament. The prisoners during the night rose upon the small prize crew, and carried the ship into Cadiz. The naval medal is granted for this action.

Holland being under the dominion of France, many changes took place in the Dutch colonies this year. Colombo, in the island of Ceylon, was captured by a British squadron, consisting of the 32-gun frigate *Heroine*, Captain Alan H. Gardner; 16-gun sloops *Rattlesnake*, *Echo*, and *Swift*, Commanders E. Ramage, A. Todd, and John S. Rainier, with transports, etc., containing troops under Colonel Stuart. The spice and merchandise, independent of the naval stores, were valued at £300,000 sterling. On the 16th, Amboyna surrendered to an

expedition under Rear-Admiral Peter Rainier; and on the 8th of March, Banda was taken possession of by the same squadron.

On the 17th of August a Dutch squadron, commanded by Rear-Admiral Lucas, was captured in Saldanha Bay by a squadron under Vice-Admiral Sir George Keith Elphinstone.

Viewed as a whole, this year was more noted for numerous minor engagements between single vessels than for great battles.

CHAPTER XVII.

1797.

FRENCH ATTEMPT ON IRELAND FOILED—BRILLIANT ACTION OFF USHANT—GREAT BATTLE BETWEEN BRITISH AND SPANISH FLEETS—CAPTURE OF TRINIDAD—ACTION OFF WELSH COAST—FIGHT AT CADIZ—ATTEMPT ON SANTA CRUZ—GALLANT ACTION NEAR SCILLY—GREAT BATTLE BETWEEN BRITISH AND DUTCH FLEETS.

On the 17th of December, last year, a fleet of seventeen sail of the line, under Vice-Admiral Morard de Galles, with thirteen frigates and some transports, sailed from Brest, having 17,500 troops on board, with the intention of landing on some part of the Irish coast, to assist the cause of the rebellion. General Hoche was commander-in-chief, having under him Grouchy and Humbert. On the 22nd, fifteen sail reached Bantry Bay, the *Séduisant*, seventy-four, having been wrecked on the Stevenet Rock, in going out of Brest, and the *Nestor*, seventy-four, with three frigates, having parted company. A heavy gale got up on the 23rd, and blew with such increased violence on the 25th, that the fleet separated.

On the 1st of January, Rear-Admiral Bouvet, with six ships, returned to Brest. On the 11th, five more reached the same port; and on the 13th, four sail of the line also got in. The 74-gun ship *Droits de l'Homme*, Commodore La Crosse, however, continued to be buffeted about by heavy gales until the 7th, when, having looked into Bantry Bay, and not finding any of the French fleet, he steered for Belle Isle.

On the 13th, at 3h. 30m. p.m., Ushant bearing north-east, distant fifty leagues, two sail were discovered to leeward, which were the 44-gun frigate *Indefatigable*, Captain Sir Edward Pellew, and 36-gun frigate *Amazon*, Captain Robert C. Reynolds. At 4h. 15m. the *Indefatigable* made out the stranger to be a ship of the line without a poop, and shortly afterwards her fore and main-top masts were seen to go over the side in a heavy squall. At 5h. 30m., the *Indefatigable*, being seven or eight miles ahead of the *Amazon*, closed with the disabled ship to windward, and exchanged broadsides, both ships being off the wind.

The *Indefatigable* then endeavoured to shoot ahead and rake her; but the French ship luffed up, and attempted to run the frigate on board. This evolution, obliging the *Indefatigable* to haul close to the wind, gave the *Droits de l'Homme* an opportunity of bestowing upon the frigate a raking fire from her main-deck guns. Fortunately for the frigate, the sea ran so high, and the sills of the 74-gun ship's lower-deck ports being a foot nearer to the water's edge than in the generality of French ships of her class, the principal battery was rendered useless.

At 6h. 45m. the *Amazon* arrived on the quarter of the French ship, within pistol-shot, and fired her broadside; but an attempt at raking was again evaded; and both frigates continued to engage on the same side until 7h. 30m., when they passed ahead. At 8h. 30m., the frigates placed themselves one on each bow of the *Droits de l'Homme*, raking her with great effect, which the 74 could only return by yawing occasionally. At 10h. 30m. p.m. the mizenmast of the French ship was cut away, on which the frigates took positions on either quarter of their opponent; and the action continued, with the exception of a short interval, until 4h. 20m. a.m., when Lieutenant George Bell (2), of the *Indefatigable*, discovered the land, by the aid of a glimpse of moonlight, about two miles ahead, bearing about north-east.

The *Indefatigable* immediately hauled to the wind. The lieutenant had scarcely reported the land to Sir Edward Pellew when breakers were discovered on the lee bow. At daybreak, the land appearing close on the *Indefatigable's* weather bow, and breakers to leeward, the ship wore to the southward. At 7h. a.m., on the 14th, the *Droits de l'Homme* was seen ashore, in Audierne Bay, lying on her broadside, with a tremendous surf breaking over her. The *Indefatigable* passed within a mile of her, without the possibility of rendering assistance, and, at 11h. a.m., with the utmost difficulty, weathered the Penmarks. The *Amazon* was not so fortunate. Seeing the signal of her consort for danger, she stood to the northward, and in about half an hour afterwards struck on the rocks. The crew, with the exception of six men, were safely landed and made prisoners.

During the action the sea ran so high, that the crews of the frigates were up to their knees in water on the main-deck. The *Indefatigable* had four feet water in the hold, and her masts were badly wounded. The *Amazon* was nearly in the same state, and had expended all her cordage in reeving new rigging. The *Indefatigable*, out of 330 men, had her first lieutenant, John Thompson, and eighteen, including John McKerlie, midshipman, wounded. The *Amazon*, out of 260,

had three killed and fifteen wounded. The *Droits de l'Homme*, out of 1300 men, had 100 killed and 150 wounded, and the remainder of her crew, except about 200, miserably perished in endeavouring to reach the shore. Lieutenants Thompson and Robert B. Littlehales (of the *Amazon*) were promoted to the rank of commander—the former January 30th, and the latter in September. This action is distinguished by the grant of the naval medal.

Sir John Jervis sailed from the Tagus, on the 18th of January; and, being reinforced on the 6th of February by five ships from England, his fleet consisted of fifteen sail of the line and six frigates.

On the 13th of February, the *Minerve*, Captain George Cockburn, having on board Sir Gilbert Elliott, the ex-Viceroy of Corsica, and Commodore Nelson, joined the fleet, with intelligence that, on the 11th, the *Minerve* had been chased by the Spanish fleet, and before dark the signal-guns of the Spanish fleet were heard.

At 2h. 30m. a.m., on the 14th of February, the *Carlotta*, a Portuguese frigate, commanded by Captain Campbell (a native of Scotland, but bearing a Portuguese commission), brought information that the Spanish fleet was then about five leagues to windward; and at 6h. 30m. the fleet, commanded by Don Josef de Cordova, hove in sight. It comprised twenty-six sail of the line and twelve frigates.

The British fleet, in two divisions, was standing close-hauled on the starboard tack, with the wind at west by south. At 8h. Cape St. Vincent bore east by north, distant about eight leagues. The morning was hazy with a light breeze. At 10h., the *Culloden*, *Blenheim*, *Prince George*, *Colossus*, *Irresistible*, and *Orion* were ordered to chase in the south-west, and accordingly made sail; but just before 11h., the fog clearing away discovered to the British admiral the whole force of the enemy.

The weather division of the enemy was endeavouring to effect a junction with the six ships to leeward on the larboard tack, which six ships the British admiral determined, if possible, to cut off. The British chasing ships, therefore, were recalled; and the line formed as most convenient, close-hauled on the starboard tack. The Spanish admiral, finding, as he advanced, that, by persevering in his plan of joining his lee division he must, with his fleet in great disorder, attack the British fleet, approaching in a well-formed and compact line, gave up his intention; and wore round on the larboard tack, steering about three or four points off the wind; two three-deckers and one 74-gun ship only joining the six detached ships.

At 11h. 30m., the British fleet, formed thus—*Culloden*, *Blenheim* (rather to windward), *Prince George*, *Orion*, *Colossus*

(to windward), Irresistible, Victory, Egmont, Goliath, Barfleur, Britannia, Namur, Captain, Diadem, Excellent—hoisted their colours, and in a few minutes afterwards the signal to engage having been made, the Culloden opened her starboard broadside upon the Spanish weather division, as did also the Blenheim and Prince George (distantly), receiving in return the fire of the Spanish ships. At about ten minutes past noon, the Culloden having past the rearmost ship, tacked per signal. The Blenheim, Prince George, and Orion, about six minutes intervening between each, followed the Culloden.

The Spanish lee division, by continuing to stand on the larboard tack, had by this time neared the British line, and now opened fire upon it, by which the Colossus sustained much damage, and, while in the act of going about, had her foreyard and fore-topmast shot away, in consequence of which she missed stays, and was obliged to wear. Being thus thrown to leeward of the line, the Colossus became for a time closely engaged with the leading Spanish three-decker; but the gallant conduct of the Orion, which ship backed her maintopsail to cover the crippled ship, preserved her from further molestation, and the Colossus fell to leeward, and was subsequently taken in tow by the Minerve.

At about 12h. 30m., the leading ship of the lee division, supposed to have been the Principe de Asturias, bearing a vice-admiral's flag, attempted to cut the line ahead or astern of the Victory; but that ship poured so tremendous a fire into the Spanish three-decker that she tacked in great confusion. The Victory then backed her mizen-topsail, and fired several destructive raking broadsides; so that the whole division gave up their plan of cutting the British line, wore round, and bore up; one ship, however, continued on the larboard tack, and passing to leeward, and astern of the British fleet, succeeded in joining the division to windward.

At about 1h. p.m., the Spanish admiral, in the weather division, bore up to join the ships to leeward, which design being observed by Commodore Nelson, he immediately gave directions to Captain Miller to wear the ship; and this being done, she passed between the Diadem and Excellent, and closed the British van. We may here remark that, although no signal was made to warrant this movement of the commodore's, his position in the rear of the line enabled him to observe more clearly the design of the Spanish admiral. The time which must, unavoidably, have been lost in obtaining the admiral's permission would have proved fatal to the execution of his manœuvre. If the responsibility was great on his part, therefore, so was the necessity, and the result was such as fully to justify his disregard of the formalities of the service.

The Spanish admiral, thus promptly met, again hauled up. The Captain overtook and gallantly engaged the Santísima Trinidad; but being relieved by the Culloden from the fire of the four-decker, the commodore pushed on in search of another opponent. As fresh ships arrived up to the support of the engaged ships, the action became more general; and two of the Spanish 74-gun ships, San Ysidro and the Salvador, being in a disabled state, dropped astern, and, after much cannonading, surrendered and were taken in tow by the Diadem and Lively. The Excellent, at 2h. 30m., arrived abreast of the Salvador del Mundo, and engaged her for a short time; but crossing her bows, Collingwood passed on to the support of Nelson, then in the thickest of the fire, and engaging the San Nicolas. The Excellent nobly passed between these two opponents, thereby giving the Captain an opportunity of replenishing her shot-lockers.

At about 3h. 20m., the Excellent, having fired her broad-side into the San Nicolas within less than pistol-shot distance, made sail ahead, leaving the Captain to deal with that ship, while she sought a fresh opponent. The San Nicolas, in luffing up to avoid the Excellent's fire, ran foul of the San Josef, which ship was also much shattered, and had lost her mizenmast in her engagement with the Prince George and other ships. No sooner had the Excellent shot clear of the San Nicolas than the Captain recommenced firing; but her fore-topmast having fallen, and the ship being otherwise in a crippled state, it soon became evident that, unless something were done, the Captain must drop astern of the Spanish fleet, and lose the reward of her labours.

Nelson therefore determined to board his immediate opponent, the San Nicolas, and orders being given to starboard the helm, the Captain ran foul of the Spanish ship, with her larboard cathead striking the starboard quarter of the enemy, and her spritsail-yard hooking the mizen-rigging.

The boarding is vigorously described in Nelson's letter. "The soldiers of the 69th" (doing duty as marines), "with an alacrity which will ever do them credit, and Lieutenant Pearson, of the same regiment, were almost the foremost on this service. The first man who jumped into the enemy's mizen-chains was Captain Berry, late my first lieutenant (Captain Miller was in the very act of going also, but I directed him to remain); he was supported from our spritsail-yard, which hooked in the mizen-rigging. A soldier of the 69th regiment having broken the upper quarter-gallery window, I jumped in myself, and was followed by others as fast as possible. I found the cabin-doors fastened, and some Spanish officers fired their pistols; but having broken open the doors, the soldiers fired, and the

Spanish brigadier (commodore with a distinguishing pendant), fell as he was retreating to the quarter-deck. I pushed onwards immediately for the quarter-deck, where I found Captain Berry in possession of the poop, and the Spanish ensign hauling down. I passed with my people and Lieutenant Pearson along the larboard gangway to the fore-castle, where I met two or three Spanish officers, prisoners to my seamen; they delivered me their swords. A fire of pistols or muskets opening from the admiral's stern-gallery of the *San Josef*, I directed the soldiers to fire into her stern; and, calling to Captain Miller, ordered him to send more men into the *San Nicolas*, and directed my people to board the first-rate, which was done in an instant, Captain Berry assisting me into the main-chains. At this moment a Spanish officer looked over the quarter-deck rail, and said they surrendered. From this most welcome intelligence it was not long before I was on the quarter-deck; when the Spanish captain with a bow presented me his sword, and said the admiral was dying of his wounds. I asked him on his honour if the ship was surrendered. He declared she was; on which I gave him my hand, and desired him to call on his officers and ship's company, and tell them of it, which he did; and on the quarter-deck of a Spanish first-rate, extravagant as the story may seem, did I receive the swords of the vanquished Spaniards, which as I received I gave to William Fearney, one of my bargemen, who put them with the greatest *sang-froid* under his arm. I was surrounded by Captain Berry, Lieutenant Pearson (of the 69th), John Sykes, John Thompson, Francis Cook—all old Agamemnons—and several other brave men, sailors and soldiers. Thus fell these two ships."

The Excellent, after quitting the *San Nicolas*, placed herself alongside the *Santisima Trinidad*, already engaged by *Orion* and *Irresistible*. The four-decker must also have been added to the trophies of the day, as her fore and mizen-masts were gone and her guns silenced; but, fortunately for her, the Spanish lee division coming up on the larboard tack, and four other ships bearing down to her support, she was rescued. It is stated that this ship actually struck to the *Orion*, and hoisted English colours. The *Victory*, at 3h. 50m., made the signal to bring-to, in order to cover the prizes and disabled ships, and to form a line on the *Victory's* wake. At 4h. 50m. the *Britannia*, *Orion*, and some other ships, exchanged broadsides with the Spanish fleet; but at 5h. p.m. all firing ceased.

The British fleet—with the exception of the *Captain*, *Blenheim*, and *Culloden*—sustained little damage in their masts and rigging. We have abstained from giving the credit to any ship in particular of making a prize of any of the captured ships. Although this or that ship might have struck

to any individual ship, it does not follow that the prize in question is due to that ship. The credit of capturing the *San Ysidro* has been awarded to the *Excellent*, whereas the *Excellent* had less to do in obliging that ship to surrender than either the *Culloden* or the *Blenheim*. It is also said that the *Santisima Trinidad* hauled down her colours to the *Orion*; but, admitting this, the *Orion*'s list of wounded—killed she had none—affords a clear proof it was not to the fire of that ship that the surrender was attributable. As well might we claim for Nelson the capture of the *San Josef*, which he in his own letter does not claim. The Spanish prizes were the prizes to the fleet generally; but especially to the Captain, *Culloden*, *Blenheim*, *Excellent*, *Prince George*, *Irresistible*, etc. Not that by this selection we mean to deny credit to all the ships of the fleet; the positions of the other ships alone prevented them from taking an equally prominent part with those which did get into action. Had not the Captain wore out of the line, that ship would probably, like other ships near her, have been prevented from getting into the action.

The killed and wounded in the British fleet were as follows—74 killed and 227 wounded.

Many of the enemy's ships suffered materially; among the number were the *Santisima Trinidad*, the *Principe de Asturias*, and the *Conde de Regla*. The *Salvador* lost her topmasts, and had 160 killed and wounded; *San Ysidro* also lost her topmasts, twenty-nine killed and sixty-four wounded; *San Josef* lost mizenmast and main-topmast, and 140 killed and wounded; *San Nicolas* the fore-topmast, and 140 killed and sixty wounded. The *Santisima* is reported to have had 200 killed and wounded.

On the 15th, at break of day, the two fleets were in sight of each other, and in the afternoon the Spanish fleet bore down, as if inclined to renew the action; but no sooner had the British made a disposition to receive an attack than they hauled up again. On the 16th, the British fleet and prizes anchored in Lagos Bay, where the prisoners (about 3000) were landed; and on the 28th the fleet and prizes arrived at Lisbon. Sir John Jervis was created a peer, by the title of Baron Jervis, of Meaford, and Earl of St. Vincent, with a pension of £3000 per annum. Vice-Admiral Thompson and Rear-Admiral Parker were created baronets; and Vice-Admiral the Hon. W. Waldegrave was rewarded by a lucrative appointment. Commodore Nelson, who was not mentioned in Sir John Jervis's letter, was made a Knight of the Bath.

On the 17th of February, the island of *Trinidad* surrendered to a British squadron, consisting of five sail of the line and six frigates. The troops were under the command of Lieutenant-General Sir Ralph Abercromby. On the approach of

the British squadron, four Spanish sail of the line and one frigate, lying in Shaggaramus Bay, were set on fire by their own crews, and, excepting the 74-gun ship *San Damaso*, were destroyed. The latter was taken unresisting possession of by the boats of the British squadron.

On the 22nd of February, a French frigate squadron anchored in Fiscard Bay, on the Welsh coast, where they landed about 1200 men, principally galley-slaves, who were, however, quickly made prisoners by a body of militia, under Lord Cawdor. The French 40-gun frigate *Résistance*, Captain Laroque, and 22-gun corvette *Constance*, returning from the above-named service, were fallen in with off Brest by the British 38-gun frigate *San Fiorenza*, and 36-gun frigate *Nymphe*, Captains Sir Harry B. Neale and John Cook, and after a running fight of short duration, both the French ships surrendered. The 74-gun ship *Robust*, and 32-gun frigate *Triton*, hove in sight at the conclusion of the action. This is a naval medal action.

The fleet, under Earl St. Vincent, continued to blockade the Spanish fleet in Cadiz, with Rear-Admiral Sir Horatio Nelson, K.B., in charge of the inshore squadron. On the 3rd of July, Sir Horatio was intrusted with the command of the launches and barges of the fleet, together with the Thunder mortar-vessel, Lieutenant John Gourly, in order to bombard the town, and ten sail of the line at anchor in the harbour. At night the whole proceeded, and the Thunder, having anchored near the town of San Sebastian, commenced throwing shells with much precision; but her 13-inch mortar being after a short time rendered unserviceable, it was found necessary to remove her. No sooner did the Thunder retreat than a number of Spanish gunboats, under the orders of Don Miguel Tyrason, pushed out to attack the British boats. Nelson's barge in the *mêlée* became immediately opposed to that of the Spanish commodore, and a most vigorous fight took place; but at length, eighteen of the crew of the Spanish boat being killed, and nearly all the rest wounded, the launch was captured. The Spaniards retreated, pursued by the British; and in the course of the conflict two mortar-boats also fell into their hands.

On the 20th of July a squadron of seven ships, destined for the attack of Santa Cruz, Teneriffe, under the orders of Sir Horatio Nelson, arrived off the island.

On the 24th, the squadron was increased by the arrival of Captain Thomas B. Thompson, in the 50-gun ship *Leander*. After some previous disappointment, on the 25th, at 11h. p.m., nearly 700 seamen and marines embarked in the boats of the squadron, 180 on board the *Fox*, and seventy-five in a captured boat, to which was added a detachment of royal artillery;

making the whole force amount to near 1100 men. These, commanded by Nelson in person, quitted the ships at 1h. 30m. a.m., and pulled in for the town. When the boats, in which were Captains Fremantle and Bowen, had reached within half gun-shot of the mole-head, the alarm was given, and forty pieces of cannon opened at once on the British. The Fox was struck by a large shot, and instantly sank; and ninety-seven men on board her perished.

Sir Horatio, just as his boat touched the shore, was struck by a shot on the elbow, as he was in the act of drawing his sword; and being thus completely disabled, he was immediately taken on board his ship by the two or three men that remained in her, the rest having landed. Seven men were drowned in the boat of Captain Bowen, which was sunk by a shot from the forts. But, notwithstanding all opposition, the landing was effected, and the mole-head, defended by 400 men and six 24-pounders, was eventually stormed and carried. Having spiked the guns on the mole, the order was given to advance; but the fire of musketry and grape from the citadel and houses flanking the mole was so destructive that very few of those gallant fellows escaped. Among those who fell was Captain Richard Bowen, who, together with his first lieutenant, George Thorpe, met a glorious death.

Captain Troubridge, having missed the mole-head, landed to the southward of the citadel; and Captain Waller, with several boats, landed at the same time; but the heavy surf which broke on the beach induced many to return to their ships, while those who reached the shore had their ammunition wetted and spoiled. Captains Troubridge and Waller, with such men as could be mustered, advanced to the Prado—the appointed place of rendezvous; but not finding the admiral and the other officers and men there, Troubridge sent a sergeant to summon the citadel to surrender; but the sergeant was supposed to have been shot on his return. Having lost the scaling-ladders in the surf, an attack was impracticable, and Captain Troubridge therefore marched to the south-west, to meet Captains Hood and Miller.

At daybreak the survivors amounted to 340 men only, and finding every street defended by artillery, and a force of 8000 men advancing, Captain Troubridge proposed to the governor that the British should re-embark with their arms, in which case he engaged that the squadron should not further attack the town nor molest any one of the Canary Islands. These terms having been acceded to, the governor gave permission to the British admiral to purchase such provisions as were required. The loss amounted to 141 killed and drowned, 105 wounded, and five missing.

On the 21st of August, early in the morning, the 9-pounder 16-gun brig *Penguin*, Commander John King Pulling, cruising between Ushant and Scilly, discovered right ahead two armed brigs standing towards her. The *Penguin* was on the larboard tack, having a strong breeze of wind from the eastward, accompanied by a heavy sea. The strangers, having arrived about a mile on the weather beam of the *Penguin*, at 9h. a.m., bore up for her, the headmost having English colours flying. Captain Pulling discovering the character of the strangers, the *Penguin* opened fire upon them as they neared, which was so well directed that the brigs appeared inclined to relinquish the attack, and hauled to the wind on the starboard tack.

The *Penguin* immediately wore, and, having taken up a position to leeward of the brigs, engaged them with such effect that at 9h. 45m. the sternmost hauled down her colours, and hove to. The sea was running so high that it was found impracticable to take possession of the prize; and, as the larger brig of the two was observed endeavouring to escape, the *Penguin* made sail in chase of her. Captain Pulling succeeded in bringing this vessel also to close action, and, after a running fight of forty minutes' duration, in the course of which the British crew, working the guns, were often knee-deep in water, compelled her to surrender. This latter, which was the French 18-gun (long 8 and 12-pounders) brig privateer *Oiseau*, had in the action only one man killed and five wounded; but her masts and yards were much damaged. The *Penguin* sustained no loss. After securing the *Oiseau*, all sail was made after her first antagonist, which she overtook and captured. The second capture was the 14-gun brig *Express*, of Dartmouth, prize to the *Oiseau*.

On the 9th of October, the hired armed cutter *Active*, Mr. John Hamilton, master, appeared at the back of Yarmouth Sands, with the signal flying for the enemy being at sea. Admiral Duncan immediately sailed with a fair wind for his station off the Texel, with a fleet of sixteen sail of the line and three frigates.

On the 11th, at 7h. a.m., the *Russell*, *Adamant*, and *Beaulieu*, made the signal for the enemy, bearing south-west; and at 8h. 30m. a.m. the Dutch fleet, under Vice-Admiral de Winter, in the *Vryheid*, was seen, consisting of fifteen sail of the line and ten frigates.

Vice-Admiral de Winter quitted the Texel on the morning of the 7th, and his departure was immediately observed by the *Active* cutter, which vessel was close off the mouth of the Texel. The *Active* speedily communicated the information to Captain Peter Halket, of the *Circe*, and that frigate, with the *Active* and *Speculator* lugger, Mr. Henry Hales, were closely

pursued by the advanced frigates of the Dutch fleet. At eight, Captain Trollope's squadron was seen, and early on the morning of the 8th, the *Active* cutter and *Vestal* frigate were despatched to convey the intelligence to Admiral Duncan and to the Admiralty. The *Active* was the first to reach Yarmouth, and to carry the news to the fleet, as we have elsewhere described. Captain Trollope continued to watch the Dutch fleet until joined by Admiral Duncan on the 11th.

About 11h. 30m. a.m., Admiral Duncan made the signal for his fleet to bear up and engage the enemy, which was formed in line and hove to on the larboard tack, about four leagues from the Wykerdens.

At 11h. 53m. Duncan made the signal to pass through the enemy's line and engage to leeward; but owing to the thick weather which prevailed, many ships were unable to distinguish it. This signal was shortly afterwards replaced by one for close action, and which was kept flying until shot away. At 30m. p.m. Vice-Admiral Onslow, in the *Monarch*, leading the lee division, passed through the Dutch line between the *Jupiter* and *Haerlem*; but leaving the latter to the *Powerful*, her next astern, the *Monarch* brought the *Jupiter* to close action, being at the same time engaged to leeward by the *Monnikendam* frigate and *Atlanta* brig. The *Monarch* was soon followed and supported by the ships of her division.

About twenty minutes after the *Monarch* had broken the Dutch line, the *Venerable* having been prevented passing under the stern of the *Vryheid* by the gallantry of the *States-General*, in closing the Admiral, ran under the stern of the latter, but the *States-General* having bore up and quitted the action, the *Venerable* became engaged with the *Vryheid*, which ship was also engaged by the *Ardent* to windward. The *Triumph* brought the *Wassenaer* to action; and the *Bedford*, having cut the line astern of the *Devries*, rounded to and engaged that ship. The *Brutus*, *Leyden*, and *Mars*, not having their proper opponents, closed round the *Vryheid*, and their fire was very destructive, both to the *Venerable* and *Ardent*. The *Hercules* having caught fire, bore up out of the line, and drifted to leeward, passing near the *Venerable*. By great exertion the fire on board the Dutch ship was extinguished; but having thrown all the powder overboard, and having her mizen-mast shot away, she surrendered. The *Venerable*, having received serious damage from her numerous opponents, wore round on the starboard tack. The *Triumph*, after compelling the *Wassenaer* to strike, took a position near the *Vryheid*, which ship, after having sustained the fire of the *Venerable*, *Ardent*, *Director*, and *Triumph*, and being totally dismasted, hauled down her colours about 3h. p.m.

With the surrender of the Dutch admiral the action ceased, leaving in the hands of the victors the *Vryheid*, *Jupiter*, *Devries*, *Gelykheid*, *Haerlem*, *Hercules*, *Wassenaer*, and *Delft*; and the frigates *Ambuscade* and *Monnikendam*. The *Berschermer*, in the early part of the battle, wore out of the line, and, followed by several other Dutch ships, made off; which, as the land between Camperdown and Egmont was only five miles distant, they could do without the British ships being able to intercept them.

As soon as the action ceased, every exertion was made to secure the prizes before the night closed in. The British ships had suffered little in their masts and yards. Not a topmast was shot away, and little damage was observable in their sails and rigging; but their hulls bore marks of the efficiency of Dutch gunnery, and the shot which many ships had received between wind and water made it necessary to keep hands constantly at the pumps. The *Ardent* had above ninety-eight round shot in her hull; and the *Venerable*, *Bellicieux*, *Bedford*, and *Monarch* were also much shattered, and suffered severely in killed and wounded. The captured ships, on the contrary, were either wholly dismasted, or so much crippled that their masts fell before reaching England; and their hulls were also so riddled, that they were scarcely worth carrying into port. The British loss was 203 killed and 622 wounded.

The Dutch admiral and both rear-admirals were wounded, two captains (*Holland* and *Van Rossem*) were killed, and their total loss, as published in a French newspaper, amounted to 540 killed and 620 wounded.

On the 17th of October, Admiral Duncan, after experiencing a heavy gale, arrived at the Nore with his trophies, and received those rewards which his gallant conduct merited. He was created Baron Duncan of Lundie, and Viscount Duncan of Camperdown; Vice-Admiral Onslow was created a baronet; Captains Trollope and Fairfax, knights bannerets; and the first lieutenants were promoted to the rank of commander. Gold medals were conferred on the captains, and the thanks of Parliament were voted to the seamen and marines of the fleet. A sword of 200 guineas' value was presented to Lord Duncan, and one of 100 to Sir Richard Onslow, by the city of London. The naval medal was awarded to the survivors in 1847.

In reviewing the events of this action, the details of which, owing to the unavoidably confused nature of the attack, cannot be clearly given or comprehended, it is hard to know which to admire most—the conduct of the gallant Duncan and his followers, or the courage of the enemy, by whom not a ship was surrendered while in a condition to continue the fight.

As in previous years, in 1797 a large number of minor actions took place between single ships, the balance of successes being again distinctly in favour of Great Britain.

CHAPTER XVIII.

1798.

ENGAGEMENT OFF BREST—ANOTHER OFF HÁVRE—ALSO OFF THE SPANISH COAST—THE BATTLE OF THE NILE—ACTION IN DONEGAL BAY.

On the 21st of April, the 74-gun ships *Mars* and *Ramillies*, Captains Alexander Hood and Bartholomew S. Rowley, and *Jason* frigate, forming the inshore squadron of the Channel fleet, discovered a large ship working up under the land, endeavouring to enter Brest. At 5h. 40m. p.m. all sail was made in chase; but the *Ramillies*, at 6h. 15m., having carried away her fore-topmast, dropped astern. At 7h. 30m., the *Penmarks*, bearing about south-east, distant seven miles, the *Mars* (having by this time outsailed the *Jason* also) tacked, and at 8h. 30m. the stranger, which was the French 74-gun ship *Hercule*, Captain Louis l'Héritier, unable to work up against a strong current, anchored and furled sails, the *Bec du Raz* bearing from her north by east, distant two or three miles.

At 8h. 50m. the *Mars* hauled up her courses, and at 9h. 15m. the *Hercule* fired her starboard broadside, which was quickly returned by the *Mars*; but finding that the current would set him clear of the enemy, Captain Hood ordered the anchor to be let go. The *Mars* therefore having shot ahead, dropped her best bower across the *Hercule's* forefoot; but before it could bring her up, her small bower-anchor hooking the anchor on the starboard bow of the *Hercule*, brought the two ships close alongside. A most determined fight ensued, during which the crew of the *Hercule* made two attempts to board, in which they were repulsed with great loss; and at 10h. 30m., being very much shattered, and with a loss of 250 officers and men killed and wounded, hailed to say that she surrendered. Captain Hood being mortally wounded, and the first lieutenant absent from the quarter-deck upon some occasion, the second lieutenant, John Bowker, finding that the *Hercule's* firing had ceased, left his quarters on the main deck, and at the head of a party of men boarded and took possession of the ship. During the action the ships' sides were so close together that it was found impossible to run the lower-deck guns out, and they were fired on board. From the closeness of the contest the engaged sides were much burnt and blackened.

Besides her captain, the captain of marines James White,

James Blythe, midshipman, fifteen seamen and four marines were killed; and three seamen and five marines missing; and Lieutenants George Argles and George Arnold Ford, Thomas Southey, midshipman, thirty-six seamen and three marines wounded; total, killed and missing, thirty; wounded, sixty. The ships were exceedingly well matched in every particular. Captain l'Héritier commanded the *America* on the 1st of June, 1794. Captain Hood, nephew to Lords Hood and Bridport, was mortally wounded by a musket-ball, about a quarter of an hour after the commencement of the action; but he lived to hear the cheers which announced the victory, and expired. The *Jason* came up a short time after the action terminated, and assisted in taking possession of the prize. The *Hercule* reached Plymouth on the 27th, and was added under the same name to the British navy. Lieutenant William Butterfield was promoted to the rank of commander. The naval medal is granted for this action.

On the 30th of May, at daybreak, the 38-gun frigate *Hydra*, Captain Sir Francis Laforey, bomb-vessel *Vesuvius*, Commander Robert L. Fitzgerald, and 12-gun cutter *Trial*, Lieutenant Henry Garrett, were standing towards Havre, close hauled on the larboard tack, when three sail hove in sight to windward, which proved to be the French 36-gun frigate *Confiante*, 20-gun corvette *Vésuve*, and an armed cutter. The British squadron immediately chased, and after some passing firing, drove the frigate and corvette on shore near the entrance to the river Dive. The corvette subsequently floated off, but being closely pursued, ran ashore a second time near the river Caen, and although strenuously engaged by the *Vesuvius* and *Trial*, finally escaped into the Dive. The *Confiante* having been hauled closer to the shore, and being protected by batteries and numerous troops, was left till the 31st, when, finding that many of her crew were quitting her, Sir Francis Laforey determined to attempt her destruction with the boats of the *Hydra*.

Accordingly, at 10h. a.m., the frigate's boats, under the orders of Lieutenants Acklom and Symons, with Lieutenant Blanch, of marines, covered by the guns of the *Trial*, proceeded to haul down the colours of and burn the frigate. At 1h. 30m. p.m., the French frigate was on fire fore and aft; and this dashing service was performed without the loss of a man, in the face of a party of cavalry on the beach, and in sight of an army on the heights, assembled for the purpose of invading England. Great loss was supposed to have occurred on board the *Confiante*, from the number of killed on her decks; but no mention respecting it was officially made.

On the 15th of July, at 9h. a.m., Carthegana bearing east,



THE BATTLE OF THE NILE.

distant 30 leagues, the 64-gun ship *Lion*, Captain Manley Dixon, steering to the eastward, with the wind at west-south-west, discovered on the starboard bow a Spanish squadron, under the command of Commodore O'Neil, consisting of the 34-gun frigates *Pomona*, *Proserpine*, *Santa Cazilda*, and *Santa Dorotea*. Captain Dixon immediately shortened sail and hauled up on the starboard tack; and, having secured the weather gage, bore up to the attack.

The Spanish frigates were close hauled on the larboard tack; but the sternmost—the *Santa Dorotea*, Captain Don Diego Errara—having lost her fore-topmast, and being in consequence rather to leeward of her companions, formed the principal object of attack. Having passed along the Spanish line, the *Lion* wore and endeavoured to close the *Dorotea*; but that ship, sailing nearly as well without her fore-topmast as the *Lion*, kept up a galling fire from her stern-chasers, which retarded the British ship's approach. The Spanish commodore, with his remaining ships, shortly afterwards tacked in succession, and passed to windward of the *Lion*, within musket-shot, each ship in passing bestowing her broadside, which was returned with great effect, the *Lion* meanwhile pursuing the *Dorotea*.

Having failed in this attempt, the Spanish commodore tacked, and a second time endeavoured to succour his disabled consort; but the *Lion*, having succeeded in getting close alongside the frigate, engaged her vard-arm and yard-arm till, having had twenty of her crew killed, and thirty-two wounded, she struck. The commodore, after making one more ineffectual attempt to rescue his frigate, hauled to the wind and made off. The *Lion*, in this gallant action, out of a crew fifty short of complement, had one midshipman and one seaman wounded. The prize was a ship of 958 tons; and, under the same name, was added to the British navy as a 12-pounder 36-gun frigate. This action is distinguished by a naval medal.

The 74-gun ship *Vanguard*, bearing the flag of Rear-Admiral Sir Horatio Nelson, K.B., having been despatched on particular service by Earl St. Vincent with the *Orion*, *Alexander*, and three frigates, arrived off Toulon on the 31st of May,* where he was informed of the sailing of the French fleet and expedition from Toulon. On the 5th of June, the *Mutine* brought intelligence that a reinforcement of ten sail of the line was near at hand; and, on the 7th, the squadron joined, making the force under Sir Horatio to consist of the following:—

* On the 20th of May, the *Vanguard*, in a heavy gale, in which she lost her foremast and main and mizen topmasts, separated from the frigates, and had now, therefore, a jury foremast.

Guns	Ships	
	Vanguard.....	{ Rear-Adm. Sir H. Nelson, K.B. (blue) Captain Edward Berry
	Orion.....	" Sir James Saumarez
	Culloden.....	" Thomas Troubridge
	Bellerophon.....	" Henry d'Esterre Darby
	Minotaur.....	" Thomas Louis
74	Defence.....	" John Peytou
	Alexander.....	" Alexander John Ball
	Zealous.....	" Samuel Hood
	Audacious.....	" Davidge Gould
	Goliath.....	" Thomas Foley
	Majestic.....	" George Blagdon Westcott
	Swiftsure.....	" Benjamin Hallowell
	Theseus.....	" Ralph Willett Miller
50	Leander.....	" Thomas Boulden Thompson
16	Mutine.....	Commander Thomas Masterman Hardy

On the 12th of June, the rear-admiral steered for Corsica in search of the French fleet, calling at various places, and, on the 17th, reached the Bay of Naples; from thence he proceeded to Messina, where he learnt that the French had possessed themselves of Malta and Goza. On the 22nd, a vessel spoken by the Mutine stated that the enemy quitted Malta on the 18th of June; and, as Egypt then appeared to Nelson to be their probable destination, the British fleet steered for Alexandria. On reaching that port on the 28th, no news could be obtained of the fleet,* and on the 29th the British steered away to the north-east. On the 4th of July, they made the coast of Natoli, continuing to beat to windward until the 18th, and on the 19th entered Syracuse for water.

On the 25th of July, Nelson again put to sea, and shaped his course for the Morea, and Captain Troubridge having been detached to Coron, learned that the French fleet had been seen on the coast of Candia four weeks previously, steering south-east. Sir Horatio, with a fair wind, accordingly sailed in that direction, and on the 1st of August, at 10h. a.m., arrived in sight of Alexandria. To their inexpressible joy, it was discovered that the two ports were full of vessels, and that the French flag was flying on the walls of the town. At 1h. p.m., when the Pharos tower bore south-west, distant about four leagues, the Zealous made the signal for seventeen ships, and that thirteen were of the line. The British fleet then hauled up to the eastward, under easy sail, and made preparations for the attack. The French ships, at anchor in Aboukir Bay,

* On the 22nd of June, the two fleets crossed each other's track unperceived, and the French steered for Canada, while Nelson stood along the African coast and reached Alexandria two days before the French; the latter arrived in sight of the Pharos tower on the evening of the same day that the British disappeared.

were moored in line ahead, in the following order, beginning with the headmost:—

Guns	Ships	Guns	Ships
	Guerrier	80	Tonnant
	Conquérant	74	{Heureux
74	Spartiate		{Mercure
	Aquilon	80	Guillaume Tell
	Peuple Souverain	74	{Généreux
80	Franklin		{Timoléon
120	Orient		

Frigates of forty guns—Diane and Justice; and of thirty-six—Artémise and Sérieuse. Two brigs—Alerte and Railleur; three bombs, and several gun-boats.

The Bay of Aboukir commences about twenty miles east-north-east of Alexandria, and extends from Aboukir Castle, in a deep curve, as far as the western mouth of the Nile, which is distant from the castle about six miles. This bay has not sufficient depth of water for large ships nearer to the shore than three miles, a long sand-bank, on which there is only twenty-four feet water, extending to that distance. About two miles north-east by east from Aboukir Castle is a small island, which is fringed by the same chain of shoals, extending nearly a mile out to sea.

The headmost of the French ships, as they were moored, was distant nearly two miles from Aboukir Island (or Nelson's Island, as it is now called), and between each of the ships was a distance of rather more than two ships' lengths, or about 160 yards. Their line formed a very obtuse angle, at the angular point of which was the French admiral's ship *L'Orient*; and the better to strengthen this position, a battery was erected on the island, and the bomb-vessels and gun-boats were so placed as to annoy an enemy in his approach.

The edge of the shoal inshore of the ships was concave, so that the centre ship was a much greater distance from it than the ships at the extremities of the line. Each ship was moored and provided with a stream cable to enable her to spring her broadside to the enemy.

At 3h. p.m., Nelson made the signal to prepare to anchor; at 4h., to anchor by the stern (each ship having already passed a cable out of one of her gun-room ports and bent it to an anchor), and shortly afterwards to attack the enemy's centre. At 5h. 30m., the ships were directed to form in line of battle ahead and astern of the admiral as convenient. The *Zealous* was ordered to lead the fleet; and Captain Hood, although he had no chart of the bay to guide him, by keeping the lead constantly going, conducted the ships towards the enemy, and

rounding the shoal as close as their safety permitted, bore away with the wind (from north-north-west) on the starboard beam. At 6h. p.m., the British ships hoisted their colours, and union jacks were displayed in various parts of the rigging. The ships were formed thus:—Goliath, Zealous, Orion, Audacious, Theseus, Vanguard, Minotaur, Defence, Bellerophon, Majestic, Leander; the Culloden at some distance to the northward, and Alexander and Swiftsure at a still greater distance to the westward, carrying all sail endeavouring to get up.

At 6h. 20m. p.m., the French ships hoisted their colours, and the Guerrier and Conquérant opened fire on the Goliath and Zealous, which ships were at some distance in advance of the British line; and at the same time shells were thrown from the island, though without effect. The Goliath, crossing the head of the French line, raked the Guerrier, and then steered for the inner bow of that ship; but having too great a scope of cable out, the anchor did not bring the ship up in time, and she reached the larboard quarter of the Conquérant, with which ship she became warmly engaged, and was occasionally also fired at by the frigate Sérieuse, stationed in the inner line.

The Zealous dropped anchor in five fathoms on the larboard bow, and inside of the Guerrier, and just as the sun was sinking below the horizon, shot away the French ship's foremast. This auspicious commencement was greeted with cheers from the whole British fleet. The Audacious steered for the stern of the Guerrier, but brought up head to wind within fifty yards of the Conquérant's starboard bow, which ship she continued to engage. The Theseus following the track of the Zealous and Goliath, passed between those ships and their opponents, and anchored by the stern about 300 yards on the inshore side of the Spartiate. The Orion, having passed under the stern of the Zealous, was running down to take up her station when the Sérieuse frigate opened fire upon her. The Orion returned the frigate's fire with a broadside, which dismasted and sank her. The Orion then brought up head to wind, a little abaft the beam of the Peuple Souverain.

At 6h. 40m. p.m., the Vanguard edged away towards the enemy's centre, but having in passing down sustained a severe raking fire from the van, she anchored about eight yards on the starboard beam (or outside) of the Spartiate. The Minotaur anchored next outside the Aquilon; and the Defence, at 7h., brought up abreast of the Peuple Souverain.*

* About this time the British ships hoisted four lights horizontally, in order that they might the better be distinguished from the French, and the rear-admiral's precaution was also previously shown in causing the fleet to go into action with the white ensign, the fly of which could not easily be confounded with the tricoloured flag of the enemy. This was a standing order of Earl St. Vincent's, but the caution has often been attributed to the forethought of Lord Nelson.

The *Bellerophon*, at a little past 7h., having brought up by the stern close alongside the French admiral's ship *L'Orient*, became exposed to the three-decker's tremendous broadside, and the *Majestic*, a few minutes afterwards, anchored on the starboard side of the *Tonnant*, within musket-shot. The *Culloden*, to the indescribable chagrin of her gallant captain, grounded on the reef off the island of Aboukir, where she remained until 2h. on the following morning. The *Swiftsure* did not get into action till past 8h., by which time the *Bellerophon* was entirely dismasted, and had been under the necessity of retiring from her station. The *Swiftsure* immediately clewed up her sails, and dropped her stern anchor about 100 yards on the starboard bow of the *Orient*, not far from the berth which the *Bellerophon* had occupied.

The *Leander*, having been detained by endeavouring to assist the *Culloden*, now arrived up, and took a most advantageous position athwart the bows of the *Franklin*, in which she did great execution not only to her immediate opponent, but also to the ships astern of the *Franklin*. The *Alexander* was the last, and brought up on the larboard quarter (or inshore) of the three-decker about 8h. 10m.

Having now shown the relative positions of the respective fleets, we will proceed to recount the fate of each particular ship. The *Guerrier*, having been raked by three ships successively, and engaged very closely by the *Zealous*, lost her three masts, and, after having been repeatedly hailed by the *Zealous* to know if she had surrendered, her fire being silenced, was compelled to haul down her colours at 9h. p.m. The *Guerrier's* bowsprit and figure-head were shot away, her hull torn to pieces, and half her ship's company were either killed or wounded. The admirable position of the *Zealous* preserved her crew from loss, and she had only seven men wounded.

The *Conquérant*, after receiving the fire of the ships which passed her, became closely engaged by the *Goliath* and *Audacious*; and in about twelve minutes—her fore and mizen-masts having fallen, her mainmast being in a tottering state, a large number of men killed, and a great many, including her captain, wounded—the *Conquérant* struck her colours. The *Conquérant's* two principal opponents did not come off so well as the *Zealous*, for the *Goliath* had twenty-one killed and thirty-five wounded.

The *Spartiate*, on the starboard side, was exposed to the *Vanguard's* broadside, having previously been subjected to an animated fire from the *Theseus*, assisted by the *Minotaur* and *Audacious*. Her masts having fallen, this well-defended ship surrendered about 9h. p.m., after sustaining severe loss. The position of the *Vanguard*, between the *Spartiate* and *Aquilon*,

subjected her to a heavy raking fire from the latter, in addition to the fire of the Spartiate, which she had to sustain, until the Minotaur having crippled the Aquilon, that ship was unable to offer any further annoyance. The Vanguard's loss was very severe, amounting to thirty killed and seventy-six wounded.

The Aquilon having been engaged, as above stated, by the Minotaur (the only ship having 32-pounder carronades on her quarter-deck) on the starboard, and for some time by the Theseus on the larboard side, was also dismasted, and her captain, M. Thévenard, having fallen, she struck at 9h. 25m. p.m. The Peuple Souverain was most vigorously engaged by the Defence, and was also exposed to several raking broadsides from the Orion, which had anchored on the French ship's larboard quarter. Having lost her fore and mainmasts, and her cable having been cut by a shot, she dropped out of the line, but reanchored about 400 yards from the Orient. Her captain, P. P. Raccord, was among the killed, which, as well as the wounded, were very numerous. The Franklin, in addition to the raking fire of the Leander, was engaged, after the Peuple Souverain had quitted her station in the line, by the Defence; but at this time the operations of both fleets were arrested by an awfully grand spectacle.

At 9h. p.m., the Orient was perceived to be on fire in the mizen chains, and the flames were soon observed to spread with great rapidity, and ascending the rigging, quickly enveloped the ship in her fiery shroud. The burning mass illumined the horizon, and objects might be clearly seen as by daylight. At 10h. p.m. she blew up with a tremendous explosion; the concussion shook the surrounding ships, and did considerable injury. The Tonnant, Heureux, and Mercure had cut their cables before the explosion took place; but the Franklin's deck was covered by the burning fragments, and she was on fire in several places.

Within the first hour of the action Vice-Admiral Brueys received two wounds; and at 8h., as he was descending from the poop to the quarter-deck, a shot cut him nearly in two. With his last breath this truly gallant officer desired to be suffered to die upon the deck, upon which, after lingering a quarter of an hour, he expired. Commodore Casa Bianca was badly wounded just as his admiral breathed his last; but what other loss was sustained previous to the catastrophe is not known. Rear-Admiral Ganteaume and about seventy of her unfortunate crew are stated to have been all which were saved, most of which were picked up by the British boats; but the rear-admiral escaped in a boat to the Salamine brig. The cause of the fire is said to have been that the men, having been painting the ship's sides on the day of the action, had placed

the empty and unused oil jars and paint buckets on the poop, and that the wadding of the British guns set fire to them; but it is much more probable that the accident was the result of the ignition of some of the unextinguishable combustible materials employed on board the French ships, some of which was thrown on board several ships, and was also found on board the captured ships.

The British ships by which the Orient was surrounded being much nearer, the flaming particles flew over them, except some pieces of wreck of trifling size, which fell on board the *Alexander* and *Swiftsure*. For several minutes after this dreadful catastrophe the firing totally ceased, but the silence was at length broken by the *Franklin's* firing into the *Defence* and *Swiftsure*, then on her starboard bow and quarter. Having now no second ahead or astern, and her main and mizen masts having fallen, the *Franklin*, after having been most bravely fought, struck her colours.

At midnight the *Tonnant* was still engaging with great spirit, and her heavy shot were doing great execution to the *Swiftsure*, which ship, owing to the position of the *Alexander*, which was on the other side of the *Tonnant*, could make but a very ineffectual return. The *Tonnant's* principal opponent, however, was the *Majestic*, and she still continued the action; but, at about 3h. a.m., the British ships' main and mizen masts were shot away. Shortly afterwards the *Tonnant's* three masts went over the side, disabling most of her guns; but still disdaining to surrender, her cable was veered away, and quitting her antagonist, she took up her position ahead of the *Guillaume Tell* and other ships. The *Tonnant's* heroic captain—*Du Petit Thouars*—had both his arms and one leg shot away; and finding himself dying from loss of blood, issued his last orders not to surrender the ship, which command was attended to while a possibility of resistance remained.

At 4h. a.m., just as the day broke, the firing, which had only for a short time ceased, was resumed by the *Tonnant*, *Guillaume Tell*, *Généreux*, and *Timoléon*, and the British ships *Alexander* and *Majestic*; but the latter being soon supported by the *Theseus* and *Goliath*, the four French ships got under weigh. The frigate *Artémise* having struck her colours on receiving the fire of the *Theseus*, when about to be boarded, was perceived to be on fire, and she soon afterwards blew up. The four line of battle ships dropped to leeward out of the bay, and were soon out of gun-shot; but at 6h. a.m., observing that they meditated an attack upon the disabled *Bellerophon*, the *Zealous*, *Goliath*, and *Theseus* were ordered to weigh and proceed to her assistance. The *Alexander* and the two latter, together with the *Leander*, stood towards the *Mercure* and

Heureux, which ships had grounded to the southward of the bay, and after firing a few shot at them, compelled both ships to surrender.

Taking advantage of the absence of the Goliath, Theseus, and Alexander, the Timoléon ran on shore, losing her foremast by the shock; and at about 11h. a.m., the Guillaume Tell and Génereux, Justice and Diane frigates made all sail to the north-east—the small remains of the fleet which only seventeen hours previously had made so gallant a show. The Zealous happening to be the only British ship in that direction hauled close up, and passing within musket-shot, received the fire of the four retreating ships. More than forty shots passed through the Zealous's mainsail, but she had only one man killed. The Zealous would probably have continued the fight, but being recalled by signal the French ships effected their escape.

Eight ships had now surrendered, and two were destroyed. The Timoléon was on shore, but with her colours flying; and at about two miles distant from her the Tonnant was also aground with her colours on the stump of her mizen-mast. This ship was compelled, on the 3rd, to surrender to the Theseus and Leander; the Timoléon was set on fire and destroyed by her own crew, which then escaped to the shore. The following table shows the loss of each ship, with the name of the first lieutenant, in the order in which each entered the action:—

Ships.	Killed.	Wounded.	Total.	First Lieutenant.
Goliath.....	21	41	62	George Sarradine
Zealous	1	7	8	William H. Webley
Orion	13	16	29	James Barker
Audacious	1	35	36	Thomas White
Theseus	5	30	35	Richard Hawkins
Vanguard.....	30	75	105	Edward Galway
Minotaur	23	64	87	John Hill
Defence	4	11	15	Richard Jones
Bellerophon	49	148	197	{ Robert Cathcart (sen.
Majestic.....	50	143	193	{ surviving)
Swiftsure	7	22	29	Robert Cuthbert
Alexander	14	58	72	Thomas Cowan
Leander.....	—	14	14	John Whipple
				William Richardson
Total.....	218	664	882	

Sir Horatio Nelson was painfully wounded by a splinter in the early part of the action; it struck him above his right eye, causing the flesh to hang over the lid, which was afterwards replaced and sewn up; but having had the wound bound up,

he returned to the deck, and continued there during the remainder of the action.

The damages sustained by the British fleet were chiefly confined to the masts and rigging, with the exception of the *Bellerophon*, which ship was totally dismasted, and dreadfully shattered in every part. The *Majestic* had lost main and mizen masts. The fore-topmast of the *Defence*, and the mizen-topmast and fore and main top-gallant-masts of the *Alexander* were shot away, and the latter's maintopmast also fell on the 3rd, in consequence of the wounds it had received, as did likewise that of the *Goliath*.

The island of Aboukir was taken possession of on the 9th of August, and the two mortars and two brass 12-pounders with which it was fortified were brought away. On the 13th, the *Mutine*, into which the Hon. Thomas Bladen Capel had been promoted, sailed for Naples with a duplicate of Admiral Nelson's despatches. Captain Hardy was at this time posted into the *Vanguard*, in room of Captain Berry, who was sent away in the *Leander* with the despatches.

On the 14th, the *Orion*, *Bellerophon*, *Minotaur*, *Defence*, *Audacious*, *Theseus*, and *Majestic*, with the prizes *Franklin*, *Tonnant*, *Aquilon*, *Conquérant*, *Peuple Souverain*, and *Spartiate*, under the charge of Captain Sir James Saumarez, in the *Orion*, weighed and stood out of the road, and on the following morning proceeded on their voyage; but the *Heureux*, *Guerrier*, and *Mercure*, being found unseaworthy, were burnt. On the 19th, the *Vanguard*, *Culloden*, and *Alexander* sailed for Naples, leaving the *Zealous*, *Goliath*, *Swiftsure*, *Seahorse*, *Emerald*, *Alcmène*, and *Bonne Citoyenne*, under the orders of Captain Hood, to cruise off the port of Alexandria.

Of those in command of the ten French ships principally engaged, one admiral and two captains were killed, and Rear-Admiral Blanquet and the remaining seven captains wounded. The wounded were all taken on board the *Vanguard*, and most hospitably entertained by the British admiral. The following anecdote in reference to them may be depended on. A few days after they had taken up their residence on board the *Vanguard*, while they were on their passage to Naples, they were as usual dining with Nelson. One of the captains had lost his nose, another an eye, and another most of his teeth by a musket-ball. Nelson, during the dinner, half blind from his wound, not thinking what he was about, offered to this latter a case of toothpicks, and, on discovering his error, became excessively confused, and in his confusion handed his snuff-box to the captain on his right, *who had lost his nose*.

On the 14th of September, the prizes, under the escort of Sir James Saumarez, arrived at Gibraltar. Here the *Peuple*

Souverain was surveyed, and found unfit to proceed to England. Her name therefore was changed to *Guerrier*, and she was converted into a guard-ship. The five other prizes, after receiving some slight repairs, sailed for England, and arrived safely at Plymouth. The *Franklin* was renamed the *Canopus*, but the *Tonnant* and *Spartiate* retained their names in the British navy.

Nelson was created Baron of the Nile and of Burnham Thorpe, in the county of Norfolk; a pension of £2000 per annum was conferred upon him and his two next heirs male from the Parliament of England, and £1000 from that of Ireland. Gold medals were presented to his lordship and to each of the captains; and the first lieutenants were promoted to the rank of commander. The East-India Company, with their wonted liberality, presented Lord Nelson with the sum of £10,000, and the Grand Seignior sent him a diamond aigrette, or chelengh, with 2000 sequins for the wounded of his crew.

To attempt to eulogise Nelson's conduct, or that of his fleet, on this memorable occasion is, we know, a vain thing; but the subject must not be dismissed without comment. Without one exception the victory in Aboukir Bay is the grandest on record. Whether we consider the determination, the ability, or the vigour displayed, or the result, the battle stands unrivalled, and will probably ever remain so. Not the slightest insinuation to the prejudice of one ship has ever been mooted; and this was probably caused by the clearness of the admiral's plans. Each captain knew beforehand the wish of the admiral, and gallantly strove to further it. Success, brilliant and unprecedented, attended such an union, and such will ever be the effect of unanimity and skill. The crews of the British, by constant exercising, had attained to a degree of proficiency in gunnery which probably never will be surpassed.

On the 18th of August, the 50-gun ship *Leander*, Captain Thomas B. Thompson, having on board Captain Edward Berry in charge of the despatches of the Nile action, being off the west end of Candia, descried, at daybreak, a large ship standing towards her, with a fine breeze from the south-west, while the *Leander* was lying becalmed. The stranger was soon known to be one of the ships escaped after the Nile action, and proved to be the 74-gun ship *Généreux*, bound to Corfu. When the breeze reached the *Leander*, all sail was made; but at 10h. a.m. the *Généreux* had arrived within half gun-shot on her weather quarter, and the action commenced—the *Leander* continuing under easy sail, with a light air of wind on her larboard beam. The action continued until 10h. 30m., at which time the *Généreux* being abreast of the *Leander*, put her helm up and ran her abroad on the larboard bow, and then dropping alongside, made several attempts to board.

But the British marines, headed by their sergeant (no officer having replaced Lieutenant Robinson, killed at Teneriffe), and the small-arm men on the quarter-deck on each occasion drove them back with loss. In the meanwhile a furious cannonading was kept up from the main and lower decks of both ships, when at length a light air of wind separated them, driving the *Généreux* ahead of the *Leander*, whose mizenmast had by this time fallen over the starboard quarter, her fore-topmast over the larboard bow, and whose fore and main yards were lying across the booms. The *Généreux* now wore round on the starboard tack across the *Leander*'s bows; and the latter, under her spritsail only, succeeded in crossing the stern of her antagonist, and, making good use of the opportunity thus afforded, raked her with effect.

It again falling a stark calm, and the sea being smooth, the action was protracted with spirit until 3h. 30m. p.m., at which time a breeze enabled the *Généreux* to take a position on the larboard bow of her antagonist. The *Leander* was then hailed to know if she had surrendered; and as the ship was totally ungovernable, an answer was given in the affirmative, and the British colours were struck. The boatswain, with a midshipman, then swam from the French ship, neither having a boat which would swim, and took possession of the prize. The *Leander* had only the shattered remains of her fore and main masts and her bowsprit left standing, and had in this tremendous conflict sustained the heavy loss of thirty-five killed and fifty-eight wounded. The *Leander* having a lieutenant, a midshipman, and fifty men absent in one of the captured ships at Aboukir, commenced this action with only 282 men and boys; her killed and wounded, therefore, amounted to one-third of her gallant crew.

The *Généreux* had received on board a part of the crew of the *Timoléon*, and her crew at the commencement of the action amounted to 936, of which number she had 100 killed and 180 wounded.

Too much cannot be said in praise of the captain, officers, and crew of the *Leander*; and it would be some satisfaction to know that a defence so gallant won the admiration of an enemy, but truth forbids us to state that any such feeling was shown in this instance. Commodore Lejoille encouraged his crew in an organised plan of plunder, and the transactions which took place could have been expected only from a Barbary corsair. Every article of clothing except two shirts in a handkerchief was taken from Captain Thompson; and his officers and men were stripped of their clothing, and everything belonging to them. Although Captain Thompson was severely wounded, his cot was refused him, and the attendance of his own surgeon

denied; in consequence of which a musket-ball in his arm was not extracted until after the ship's arrival in Corfu, when Mr. Mulberry, the surgeon, was smuggled on board the *Généreux* unknown to her brutal captain.

Such of the seamen as were removed to the *Généreux* were compelled to knot and splice the rigging, and those who remained in the *Leander* had to rig jury masts. The food supplied to the prisoners consisted only of rancid oil and bad rice. Some time after the arrival of the ships at Corfu, the principal part of the officers were sent home on their parole; but the carpenter, Thomas Jarrat, was detained for refusing to furnish Lejoille with the dimensions of the *Leander's* masts and yards. To add to his other enormities, Captain Lejoille endeavoured to induce some of the British sailors to enter the French navy, and to assist in fighting the *Généreux* through a Turco-Russian squadron blockading the port; but this proposal was indignantly rejected; and a maintop-man, named George Bannister, thus gave vent to his feelings—

“No! you d——d French rascal; give us back our little ship, and we'll fight *you* again till we sink!”

A court-martial was assembled on the 17th of December, at Sheerness, to try Captain Thompson and the officers for the loss of the ship; when the court came to the unanimous conclusion that the gallant and almost unprecedented defence of Captain Thompson, of His Majesty's late ship *Leander*, against a force so superior, was deserving of every praise his country and the court could give; and that his conduct, together with that of the officers and men under his command, reflected not only the highest honour on them, but on the country at large, and they were therefore most honourably acquitted. Sir Edward Berry (who had been knighted on the 10th) also received the thanks of the court; and Captain Thompson, on his return to the shore, was cheered from all the ships in the harbour. This brave officer also received the honour of knighthood.

A French squadron, commanded by Commodore Bompard, in the *Hoche*, consisting of ten ships, sailed from Brest on the 16th of September, having on board 3000 troops intended for a descent on the coast of Ireland. On the morning of the 17th, this squadron was fallen in with when about five leagues to the westward of the *Bec du Raz*, by the 38-gun frigates *Boadicea* and *Ethalion*, Captains Keats and Countess, and 18-gun brig *Sylph*, Commander J. C. White. Captain Keats immediately made sail in search of Lord Bridport, leaving the *Ethalion* to watch the movements of the French squadron, which on the 18th bore away south-west. The *Ethalion* was joined soon afterwards by the 38-gun frigate *Amelia*, and on the 19th by the 44-gun frigate *Anson*; and these ships continued watching

the movements of the enemy until the 1st of October, when blowing and thick weather separated the British ships; but on the 11th, the *Ethalion* and *Anson*, which had for a time lost sight of the enemy, were joined by Commodore Sir J. Borlase Warren. The British squadron then consisted of eight ships.

Commodore Bompert, on losing sight of the British frigates, steered for Lough Swilly, in fulfilment of his orders, but was discovered on the same day off Tory Island. During the night the *Anson*, in a heavy squall, carried away her mizen-mast, main, and main-topsail yards; and the *Hoche* lost her main-topmast and fore and mizen top-gallant-masts. At 5h. 30m. a.m., on the 12th of October, Commodore Bompert, with his squadron, found himself at no great distance from the British. The French ships at this time were formed in two ill-constructed lines, with the disabled *Hoche* in the centre of the second. The *Robust* and *Magnanime* were about four miles astern, the *Amelia* on the lee quarter, and the *Melampus*, *Foudroyant*, and *Canada* also to leeward, the latter distant eight miles; the *Anson* had parted company in the night.

At 7h. a.m. the British endeavoured to form a line astern of the *Robust*; and the French squadron, being hemmed in with the land about Donegal Bay, steered south-west, with the wind on the starboard beam, formed in line ahead thus—*Sémulante*, *Romaine*, *Bellone*, *Immortalité*, *Loire*, *Hoche*, *Résolue*, *Coquille*, and *Embuscade*. At 7h. 45m. the *Robust* having obtained a position on the enemy's weather quarter, edged away for the *Embuscade* and *Coquille*, and having passed under the stern of the former, ranged up to leeward, and opened fire upon the *Hoche*; these ships were soon in close action.

The *Magnanime* followed, and, passing the *Robust* to leeward, commenced action with the *Loire*, *Immortalité*, and *Bellone*, which had bore up to rake her; but these ships, after receiving a few broadsides from the British 44, made sail to leeward. The *Magnanime* then placed herself across the bows of the *Hoche*; and at 10h. 50m., the latter being disabled, having 25 guns dismantled, and a great part of her crew killed and wounded, hauled down her colours. The *Embuscade* surrendered at 11h. 30m.; but the *Coquille* made sail after the *Loire* and *Immortalité*. No time was lost in pursuing the four frigates, the object of which appeared to be to cross the bows of the *Foudroyant*, still on the starboard tack. In this the *Loire* and *Immortalité* succeeded; but the *Bellone*, sailing indifferently, was unable to effect it, and was therefore obliged to keep her luff.

After engaging the *Melampus*, whose masts she disabled, and keeping up a running fight of one hour and fifty minutes

with the *Ethalion*, the French frigate, having had twenty killed and forty-five wounded, struck her colours. The *Coquille* being engaged by the *Melampus*, was also obliged to strike, and was taken possession of by a boat from the *Magnanime*. The *Anson* was by this time in sight, but so far to leeward as to be incapable of taking part in the attack; she, however, was successively engaged by the *Loire* and her three consorts as they made off to leeward; from which cause the *Anson* had two men killed and thirteen wounded, with masts and yards much crippled.

The loss on board the British ships was thirteen killed and seventy-five wounded. The French loss amounted to 462 killed and wounded.

On the 14th of October the *Immortalité* and *Résolue* were chased, and the latter overtaken by the *Melampus*, Captain Graham Moore, and after a feeble resistance captured. The *Immortalité* made no effort to succour her consort, or to bring the *Melampus* to action.

On the 20th of October, the *Immortalité*, on her way to Brest, was fallen in with by the 38-gun frigate *Fisgard*, Captain Thomas Byam Martin. All sail was made in pursuit, and as the *Fisgard* gained rapidly in the chase, the *Immortalité*, at 11h. a.m., hoisted her colours, and fired her stern chasers. At 11h. 30m. the *Fisgard* commenced firing her bow guns, and at 12h. 30m. succeeded in getting alongside, when a well-contested action took place. At a little before 1h. p.m. the *Fisgard's* sails and rigging had received so much damage that she dropped astern, and the French frigate endeavoured to escape; but at 1h. 30m., the *Fisgard* having repaired damages, again got up with her antagonist.

The action continued until 3h. p.m., by which time the *Immortalité* having her mizen mast shot away, her other masts badly wounded, very leaky from shot-holes, and her captain and first lieutenant, two military officers, and fifty-four men being killed, and sixty-one wounded, hauled down her colours. The *Fisgard*, when the action terminated, had five feet water in her hold, her masts and rigging much injured, and had sustained a loss of ten seamen killed, and Lieutenant of Marines Mark A. Gerard, twenty-three seamen, and two marines wounded. The prize carried twenty-four long 24-pounders on her main deck, and fourteen long 8-pounders, and four brass 36-pounder carronades on her quarter-deck and forecastle, making a total of forty-two guns. The *Fisgard* was an 18-pounder frigate, and in all mounted forty-six guns. Lieutenant Surman Carden, first of the *Fisgard*, was made a commander. This action is distinguished by the naval medal.

As this was the last of Bompard's squadron captured, it

may be desirable to recapitulate the fate of her consorts, namely seven ships captured and only three escaped.

The Hoche was a beautiful ship of 1900 tons, and long remained an ornament of the British navy, under the name of Donegal. The Coquille and Embuscade were 900-ton frigates, of the 12-pounder class, and the latter, under the name Ambuscade, performed good service; but the former took fire and blew up in Hamoaze shortly after being surveyed preparatory to purchase. The Bellone and Résolue were ships of 880 tons, but although purchased into the navy, were never actively employed. The Loire and Immortalité had a long run, and will be found honourably mentioned in the succeeding pages. The thanks of both Houses of Parliament were voted to Commodore Warren and the captains, etc., under his orders, and the naval medal was bestowed in 1847 upon the surviving participants in the action.

CHAPTER XIX.

1799.

ACTION BETWEEN SIBYLLE AND FORTE—ENGAGEMENT OFF BELLE ISLE—SURRENDER OF THE DUTCH FLEET—ANOTHER ACTION WITH THE DUTCH—ENGAGEMENT WITH SPANISH GUN-BOATS—OTHER ENGAGEMENTS WITH THE SPANISH.

On the 19th of February, the 38-gun frigate Sibylle, Captain Edward Cooke, sailed from Madras in search of the 44-gun French frigate Forte, Captain Beulieu Le Long, which had become a terror to the Indian seas from her successes. On the 28th, at 8h. 30m. p.m., the Sibylle being off the South Sand Head, having obtained certain information of the cruising ground of the enemy, and standing to the south-east with a light air from the southward, observed flashes of guns in the north-east quarter, and at 9h. 30m. three sail were seen. These were the Forte, and the Endeavour and Lord Mornington, country ships from China, which she had just captured.

The Sibylle stood on until able to fetch to windward of the strangers, and at 10h. tacked, and shortened sail to her three topsails, jib, and spanker, and steered for the centre ship. The sea was quite smooth, and the breeze moderate. At midnight, the Sibylle having approached within half a mile of the Forte, the latter, imagining the stranger to be another merchant ship, hove about on the larboard tack, and crossing the Sibylle's bows at no great distance, discharged her broadside, but only cut away her jib-stay. The Sibylle, however, reserved her fire until an opportunity of using her shot effectually was afforded, and when the Forte was abaft her weather beam, the

Sibylle tacked, and gained a position on the weather and larboard quarter of her enemy.

The Forte, expecting that it was the Sibylle's intention to engage to windward, prepared accordingly; but the latter, when close to the Forte, suddenly bore up, and passing within a few feet of her stern, poured a most destructive raking treble-shotted broadside into her; and then hauling close up under her lee, a determined cannonading took place within half pistol-shot distance. Captain Cooke was mortally wounded at 1h. 30m. a.m. (March 1st), and the command devolved on Lieutenant Lucius Hardyman. In a few minutes after the captain had been carried off the deck, Captain Davies, aide-de-camp to Lord Mornington, was killed by a cannon-shot. The action continued unabated till 2h., when, the firing having ceased on board the Forte, she was hailed to know if she had surrendered, but as no reply was made, the Sibylle recommenced firing. After a second cessation, obtaining no answer to the hail, and perceiving that the Forte was meditating an escape, another broadside was thrown in, which brought down the foremast; this was quickly followed by her main and mizen masts and bowsprit, upon which the British seamen cheered, and at 2h. 28m. ceased firing.

The Sibylle's anchor was then let go in seventeen fathoms, and all hands were employed in bending sails and repairing the rigging in expectation of an attack from the consorts of the Forte, of the character of which they were ignorant. About 3h. an English prisoner hailed from the Forte, requesting that a boat might be sent on board, as all theirs were unfit for use, which was done; and the Forte was taken possession of by the third lieutenant, Nicholas Manger. The Sibylle had all her masts and yards on the main and mizen masts wounded, and her sails and running rigging very much cut; but only six shot had struck her hull. Her loss amounted to Captain Davies and four seamen and soldiers killed; Captain Cooke (mortally), and fifteen seamen and one soldier wounded; total, five killed and seventeen wounded. The Forte was totally dismasted, her hull very much shattered, and the starboard bulwark of the quarter-deck and forecastle levelled. More than 250 shot had entered her hull, and her cables were cut and rendered unserviceable in the tiers. Her loss amounted to her captain and sixty-five officers and men killed, and her first lieutenant and eighty wounded.

The Forte was one of the finest frigates in the world. Her model was beautiful, and she measured 1400 tons (length between decks 170 feet, and in breadth forty-three feet three inches), and mounted thirty long 24-pounders on her main deck, and fourteen long 8-pounders, and four brass 36-pounder

carronades on her quarter-deck and fore-castle. Her crew numbered only 370, it having been much reduced by manning her prizes. The *Sibylle's* armament was the usual one of her class, viz., twenty-eight long 18-pounders on the main deck, fourteen 32-pounder carronades and six long 9-pounders on the quarter-deck and fore-castle. Her crew, which had been greatly weakened by sickness, had been reinforced by a party of Scotch brigades previously to her quitting Madras on her mission; so that she commenced the action with 371 men. The triumph was indeed a proud one, but it received no slight damp from the mortal wound of Captain Cooke, than whom a more gallant or a better officer the navy could not boast. He lingered in great pain from his wounds till the 25th of May following, and died at Calcutta. The naval medal has been granted for this action.

The *Forte* was commissioned as a British frigate, and the command conferred on Lieutenant Hardyman, who was advanced to post rank in January, 1800. Captain Hardyman continued in command of this ship until she was wrecked near the entrance of the Red Sea.

On the 9th of April the 18-pounder 36-gun frigates *San Fiorenzo* and *Amelia*, Captains Sir Harry Neale and the Hon. Charles Herbert, standing in for the great road of Belle Isle, perceived three frigates and a cutter at anchor, but with their topsail-yards hoisted ready for making sail. At 9h. a.m., the *Amelia*, in a heavy squall, carried away her main topmast and fore and mizen top-gallant masts. The French squadron, consisting of the 18-pounder 40-gun frigates *Cornélie* and *Vengeance*, 12-pounder 36-gun frigate *Sémillante*, and a cutter, observing this, immediately weighed, formed in line, and stood towards the British frigates. The *San Fiorenzo*, having made the signal to prepare for battle, steered towards the enemy, followed by the *Amelia*. At 10h. 10m., the French squadron, being to leeward, tacked and fired their broadsides distantly, which was returned by the *San Fiorenzo* and *Amelia*. The engagement lasted until 1h. 5m. p.m., but so distant that the British frequently bore up to close their opponents, which as often bore away. The frigates finally bore up for the *Loire*, and the cutter returned to Belle Isle. Both British ships suffered considerably in masts and rigging, and the *San Fiorenzo* had one man killed and eighteen wounded. The *Amelia* had Midshipman Bayley and one seaman killed, and seventeen wounded. The French commodore was wounded, and the captain of the *Vengeance* died of his wounds. Their loss exceeded 100 killed and wounded.

On the 19th of June, Vice-Admiral Lord Keith was off Minorca, with nineteen sail of the line, when his advanced

squadron, consisting of the 74-gun ships *Captain* and *Bellona*, and frigates *Santa Teresa* and *Emerald*, captured the French 38-gun frigate *Junon*, 36-gun frigates *Alceste* and *Courageuse*, and brigs *Salamine* and *Alerte*, commanded by Rear-Admiral Perrée. All these ships were added to the British navy by the same names, except the *Junon*, the name of which was changed to *Princess Charlotte*, and subsequently to that of *Andromache*.

On the 11th of August, the 16-gun sloops *Pylades* and *Espiègle*, Commanders Adam M'Kenzie and James Boorder, and 10-gun cutter *Courier*, Lieutenant Thomas Searle, part of a light squadron under Captain Frank Sotheron, in the *Latona*, being off the coast of Holland, proceeded to the attack of the gun-brig *Crash* (formerly British), moored in a narrow passage between *Schiermonikoog* and the mainland of *Groningen*. The *Courier*, taking the lead, commenced the action; but until the arrival of the *Pylades* and *Espiègle* the *Crash* could not be induced to surrender. The *Pylades* had one man killed and two wounded.

Having fitted out the *Crash* and a captured schuyt, they, accompanied by the boats of the squadron, were despatched, on the 12th, in command of Lieutenant James Slade, of the *Latona*, assisted by Lieutenant *Salisbury P. Humphreys*, who had charge of the schuyt, to the attack of the Dutch 6-gun schooner *Vengeance*, and a large row-boat moored under a battery upon the island of *Schiermonikoog*. The *Courier* was ordered to cover the attack; but the cutter as well as the *Crash* grounded so far from the shore as to be unable to render much assistance. The schuyt and boats proceeded, and drove the people from the battery, spiked the iron, and brought off the brass guns and compelled the crews to abandon the vessels, some of which were taken possession of.

This service was performed without loss. The *Vengeance* had been set on fire, but Lieutenant *Humphreys*, thinking it might be extinguished, jumped overboard, and endeavoured to swim to the prize; in this, however, he was fortunately unsuccessful, owing to the strength of the tide, for immediately afterwards the schooner blew up. The naval medal has been granted to those present in the boats on this occasion.

On the 13th of August, a squadron of six 64-gun ships and two ships of fifty guns, in company with two Russian ships of the line, under the command of Vice-Admiral *Mitchell*, sailed from the Downs with 17,000 troops, under the command of Lieutenant-General *Sir Ralph Abercromby*, and, on the 15th, Admiral *Lord Duncan* joined in the 74-gun ship *Kent*. Having arrived off the *Texel* on the 30th, Admiral *Mitchell* anchored near the Dutch squadron, under Admiral *Storey*, who sur-

rendered his ships without firing a shot. They consisted of one ship of sixty-four guns, one of fifty, six of forty-four, two of twenty-eight, and three of twenty-four guns.

On the 9th of September, the sloop-of-war *Arrow*, Commander Nathaniel Portlock, mounting twenty-four guns (32-pounder carronades on the non-recoil principle), and the bark *Wolverine*, Commander William Bolton, thirteen guns, were detached by Vice-Admiral Mitchell, in quest of a ship and a brig, lying at anchor under the island of Ulie, at the entrance of the Texel. As the British ships advanced, the strangers hoisted the Batavian republican colours; and the *Wolverine*, standing on, anchored within sixty yards of the 14-gun (12-pounders) brig *Gier*, and, having fired one gun, the Batavian fired three guns to leeward, and hauled down her colours. The ship lay further to windward, with springs on her cables, and her broadside opposed to the *Arrow*, which latter had to beat up to her against a strong tide, and for twenty minutes was exposed to the fire of the enemy before she reached a position to return it with effect.

At length, having anchored within eighty yards, the *Arrow* opened her broadside. The action had continued fifteen minutes, when the *Wolverine* coming up, the *Draak*, mounting twenty-four guns (two long 32-pounders, sixteen long 18-pounders, and six brass 50-pound howitzers), commanded by Captain-Lieutenant Van Esek, surrendered. The *Arrow* had one killed, and her commander, William Wilson, master's mate, and seven seamen wounded. The *Draak's* loss could not be ascertained precisely, but it was considered to have been seven. The prize, being worthless, was set on fire and destroyed. Commander Portlock was promoted on the 28th of the same month. The naval medal has been granted for this action.

On the 3rd of October, as the 14-gun brig *Speedy*, Commander Jahleel Brenton, was passing the Straits of Gibraltar, several small vessels were observed coming out of Algesiras, apparently with the intention of attacking a convoy entering the Straits. The *Speedy* made sail after the Spanish vessels, which, however, proved to be coasters, under the protection of an armed cutter and schooner. After much exertion on the part of the *Speedy's* officers and crew, especially of Lieutenant Richard W. Parker, these were driven on shore or swamped by the surf, the people having deserted them.

On the 6th of November, following, while lying to off Europa Point, waiting for her convoy from the Tagus to close, twelve Spanish gunboats, two being schooner-rigged, and armed with two long 24-pounders each, and the remainder of the usual latteen-rig, mounting one long 24-pounder, with crews varying from twenty-four to fifty men, bore down to attack

the *Speedy*. Having first sent on shore his despatches, Captain Brenton prepared to receive his enemies, and at 3h. 50m. p.m. commenced firing on them, in order to cover the escape of the transport *Unity*, upon which their attack appeared directed. At 5h. the gunboats, finding the chase of the transport fruitless, stood towards the *Speedy*. A breeze of wind enabled the brig to push through the thickest of her foes; and passing amongst them near enough to break many of their oars, she poured in so destructive a fire of grape and musketry that they fled in the utmost confusion. At 6h. 30m. the gunboats gained an asylum under Fort Barbary, where they remained several days, and then departed for Malaga.

In this well-managed affair the *Speedy* received much damage to her sails and rigging, and also several shot between wind and water, in consequence of which the water was nearly level with her lower deck; and her loss amounted to two seamen killed and one wounded. The *Speedy* was obliged to run to Tetuan Bay to stop her leaks, in consequence of the westerly wind, which, as her shot-holes were principally on the starboard side, prevented her making sail for Gibraltar. The loss of the gunboats is represented to have been eleven men killed and a great many wounded. Captain Brenton's post rank quickly followed this action. The naval medal was awarded to the surviving participators in 1847.

On the 15th of October, in the morning, the 38-gun frigate *Naiad*, Captain William Pierrepont, being in lat. 44° N., long, 12° 30' W., discovered and chased two Spanish frigates. The pursuit continued until 3h. 30m. a.m., on the 16th, when the *Naiad* was joined by the 38-gun frigate *Ethalion*, Captain James Young. At daybreak the 12-pounder 32-gun frigate *Triton* and 18-pounder 32-gun frigate *Alcmène*, Captains John Gore and Henry Digby, hove in sight, the former astern and the latter to the westward. At 7h. a.m. the Spaniards separated, and the *Ethalion* chased and brought to action at 11h. 30m. a.m. the 34-gun frigate *Thetis*, which, after a short resistance, hauled down her colours. The *Thetis's* consort, *Santa Brigida*, bore up, and made sail for Corunna, closely pursued by the *Triton* and *Alcmène*. On the 17th, at 5h. a.m., the *Santa Brigida* passed so near to the rocks off Monte Lora that the *Triton*, following her, struck heavily, but fortunately got off, and soon afterwards commenced firing at the chase. The *Alcmène* being also close at hand, and firing upon the Spanish frigate, the latter also surrendered. The loss on either side was very slight. On the 21st the *Thetis*, and on the 22nd the *Santa Brigida*, accompanied by their captors, arrived at Plymouth with their valuable cargoes.

On the 20th of October, the 18-pounder 32-gun frigate

Cerberus, Captain James Macnamara, cruising about nine leagues off Cape Ortegal, discovered to leeward a Spanish convoy of eighty sail, under the protection of four frigates and two corvettes. The Cerberus having, when the night closed in, bore up, in the hope of cutting off some of the vessels, at 8h. p.m. passed close to one of the frigates and hailed her, upon which the Spaniard bore up to close her consorts; but, in order to prevent this, the Cerberus bore up under her stern, and engaged her to leeward.

In half an hour the Cerberus had silenced her opponent's fire, but the approach of the other frigates prevented her from taking possession. In hauling up to avoid a raking broadside, the British frigate fell on board the headmost of the enemy's ships, and carried away the latter's main-topsail-yard. After a very gallant engagement, during which the Cerberus was often opposed to three ships of the enemy, Captain Macnamara, deeming it necessary to consult the safety of his ship, wore, and, at 10h., hauled to the wind, and escaped, having captured one brig of the convoy, which was set on fire by Lieutenant Hassard Stackpoole. The Cerberus sustained some damage to her sails and rigging, but had only four of her crew wounded. The squadron thus gallantly engaged were the 40-gun frigate Ceres and 34-gun frigates Diana, Esmeralda, Mercedes, and another, and two brigs.

On the 21st of October, the 28-gun frigate Surprise, Captain Edward Hamilton, arrived off the harbour of Puerto Cabello, in which was discovered the Hermione, late British 32-gun frigate, which had on board a crew of 320 Spaniards, and was moored head and stern between two strong batteries at the entrance of the harbour, mounting together upwards of 150 guns. On the 24th, Captain Hamilton turned the hands up, and acquainted the ship's company of his intention to cut the frigate out. At 8h. p.m., Captain Hamilton, with about 100 volunteers, officers and men, quitted the ship in two divisions; that led by himself was destined to board the frigate, while the other was to cut the cables and take her in tow. The Surprise, meanwhile, was to continue off the mouth of the harbour, to render assistance if required.

About midnight, the launch of the Spanish frigate, which was rowing guard about three-quarters of a mile in advance, was fallen in with and driven back by the boats. The noise thus occasioned gave the alarm, and immediately afterwards the foremost guns of the Hermione were fired. It was now evident that the frigate was prepared; nevertheless, the boats pushed on, and about 12h. 30m. Captain Hamilton and John Maxwell, the gunner, with about ten men from his boat, got on board the Hermione, and gained possession of the fore-castle

without much resistance. The gig, commanded by the surgeon, John M'Mullen, boarded on the larboard bow, and succeeded in joining the captain's party. The first lieutenant and the boatswain, in the cutters, had been repulsed in their attempts at the gangway. Captain Hamilton, taking with him the surgeon's party, sallied aft to the quarter-deck along the larboard gangway, and the gunner, with twelve men, on the starboard.

Here they were met by a very determined resistance for a quarter of an hour, and much carnage ensued. Among the wounded were Captain Hamilton and the gunner. The first lieutenant and acting lieutenant of marines Du Pin, having boarded with their divisions, and the cables being cut, the boats took the ship in tow, while the topsails were loosed by the men appointed to that service. The Spaniards were then overpowered, and driven below, and very soon called for quarter. The batteries did not open until the firing had ceased on board the *Hermione*, by which time she was under weigh. One shot struck her below the water-line, which rendered it necessary to keep the pumps going, and another shot cut away the main and spring stay, which, as there was a head swell, put the mainmast in some little danger. By 9h. a.m., the prize was out of gunshot of the batteries, and the boats were called alongside. The British had ten men wounded, including Captain Hamilton and the gunner. The Spaniards, out of a crew of 320, had 119 killed and ninety-seven wounded. The survivors were afterwards put on board a schooner, and landed at Puerto Cabello.

Captain Hamilton, with his prize, arrived at Port Royal, Jamaica, on the 12th of November. The *Hermione* was restored to the British service, under the name of *Retribution*. Captain Hamilton was very severely wounded. He first received a sabre-cut on the left thigh, and a thrust of a pike in the right thigh, and a contusion on the right shin-bone by a grape-shot, besides other cuts and bruises. Captain Hamilton, on his return to England in the Jamaica packet, for the recovery of his health, was captured and carried to France, but on being exchanged arrived in England, and received the honour of knighthood. The naval medal has been awarded to the participators in this dashing exploit.

On the 22nd of November, the 32-gun frigate *Solebay*, Captain Stephen Poyntz, while cruising off St. Domingo, discovered at daybreak a French squadron, consisting of the 12-pounder 20-gun frigate-built storeship *Egyptien*, 18-gun corvette *Eole*, 12-gun brig *Levrier*, and 8-gun schooner *Vengeur*. At 6h. a.m., the French commodore, in the *Egyptien*, a fine warlike-looking vessel, having ascertained that the

Solebay was a British frigate, made sail away; but at 2h. p.m. the squadron lying nearly becalmed, while the Solebay had a light breeze of wind, the frigate was enabled to bring the Egyptian and brig to action, which, after a short resistance, were compelled to surrender. The Solebay then attacked the other two, which were also captured. The aggregate of the force of this squadron was fifty-eight guns and 481 men, so that the capture was by no means an insignificant triumph. The *Eole* was added to the British navy by the name of *Nimrod*.

The last year of the century was thus entirely notable for a very large number of minor actions, none of the greater battles having occurred. In these minor engagements, mostly between single ships, the undiminished gallantry of the British seamen was invariably displayed, and success in the majority of cases fell to their arms.

CHAPTER XX.

1800.

NUMEROUS MINOR ACTIONS THIS YEAR.

AMONG the numerous minor actions of this year, the following may be given as the most note-worthy.

Intelligence having reached Jersey that a French frigate was hovering about the islands, the 16-gun corvette *Fairy* and 18-gun brig-sloop *Harpy*, Commanders Joshua Sydney Horton and Henry Bazeley, weighed from St. Aubin's Bay, on the morning of the 5th of February, with a fresh breeze at north-west. At 11h. 30m. a.m., Cape Fréhel bearing south-east, distant six miles, a large ship was discovered running down along the land to the westward, and it was determined to bring the stranger (which was the French 18-pounder 38-gun frigate *Pallas*, Captain Jacques Epron) to action. In order to draw her off the land, the *Fairy* and *Harpy* tacked to the northward. The *Pallas* immediately followed, and at 1h. p.m., having arrived within pistol-shot to windward of the British vessels, which were close together—the *Fairy* astern, an action commenced. The *Harpy*, putting her helm down occasionally, luffed across the bows of the *Pallas*, and raked her with much effect. The engagement continued in this manner until 3h. p.m., when the wind having changed to north-west, the *Pallas* bore up, and made sail. The British vessels, having repaired damages, made sail after the frigate, which latter, observing two sail ahead, had hauled up north-west, pursued by the *Harpy* and *Fairy*. The strangers were the 38-gun frigate *Loire*, Captain Newman Newman; 20-gun ship *Danaë*, Captain Lord Proby; and 16-gun sloop *Railleur*, Commander W. J. Turquand.

The *Pallas* used every possible means to deceive the British, but without effect. The *Loire*, *Railleur*, *Harpy*, and *Fairy* followed her closely, firing every gun which would bear, and receiving in return the fire of the frigate, and also that of a battery upon Seven Islands. At a little past midnight, the *Harpy* being on the weather quarter of the *Pallas*, gallantly engaged until hailed to say that the *Pallas* had surrendered. The loss on board the British ships was as follows:—*Loire*: three seamen killed, and Watkin Owen Pell (lost a leg), F. W. Eves, and J. A. Medway, midshipmen, and sixteen men wounded. *Railleur*: William Prothers, midshipman, and two seamen killed, and four wounded. *Fairy*: four seamen killed, Commander Horton, Peter Hughes, purser, four men badly and three slightly wounded. The *Harpy* had only one man killed and three wounded. The loss of the *Pallas* is not mentioned. The prize was a fine ship of 1030 tons, quite new, and was added to the British navy as the *Pique*. Commanders Horton and Bazeley were promoted to post rank as soon as their conduct was made known. The naval medal for this action is awarded to the *Fairy* and *Harpy* only.

The squadron blockading Malta in the month of March was in command of Captain Troubridge, of the 74-gun ship *Cullogen*, who had under his orders the 64-gun ship *Lion*, Captain Manley Dixon; 80-gun ship *Foudroyant*, Captain Sir Edward Berry; 74-gun ship *Alexander*, Lieutenant William Harrington, acting captain; and 36-gun frigate *Penelope*, Captain the Hon. Henry Blackwood, together with some smaller vessels. On the 30th, at 11h. p.m., the French 80-gun ship *Guillaume Tell*, Captain Saulnier, bearing the flag of Rear-Admiral Decrès, weighed from Malta harbour, and put to sea with a fresh gale at south, in the hope of escaping unseen. At 11h. 55m., however, she was discovered by the *Penelope* on the weather bow, coming down under a press of sail, with the wind on her starboard quarter, and Captain Blackwood immediately made the signal to the *Vincego* brig, Commander George Long, to convey the intelligence to the commodore, while the *Penelope* kept close to the *Guillaume Tell*.

At 12h. 30m. a.m., the *Guillaume Tell* being on the weather quarter, the *Penelope* tacked, and luffing under the stern of the French ship fired the larboard broadside; then wearing round, the *Penelope* recrossed the *Guillaume Tell*, raking her with a starboard broadside. The French ship could only return this destructive fire from her stern guns, and the *Penelope* continued to harass the enemy with such effect that, just as the day dawned, the *Guillaume Tell*'s main and mizen topmasts and the slings of her mainyard were shot away. The frigate's damages were very slight, and confined to her masts and sails;

but her master, Henry Damerell, was killed, and Henry W. Sibthorpe, midshipman, and two seamen, were wounded.

At a little past 5h. a.m. the *Lion* gallantly ranged up to leeward of the French ship, and discharged her broadside with great precision and effect; she then luffed across the bows of her opponent, and falling on board, carried away the *Guillaume Tell*'s jib-boom. In this position, aided occasionally by the *Penelope*, she continued for a quarter of an hour, at which time the two ships swung clear, and the *Lion*, much cut up in her rigging and sails, dropped astern, but still continued her fire. About 6h. the *Foudroyant*, under a press of sail, came up on the *Guillaume Tell*'s starboard side; Sir Edward Berry hailing the French ship to surrender, and at the same time pouring in her powerful broadside.

The request, however, was disregarded, and the French ship returned the fire with so much effect that her second broadside shot away the *Foudroyant*'s fore-topmast, main-topsail-yard, jib-boom, and spritsail-yard, and her courses were cut into shreds. Thus crippled, she dropped astern, leaving the *Lion* upon the *Guillaume Tell*'s larboard beam, and the *Penelope* on her quarter. At 6h. 30m. the French ship's main and mizen masts fell, and the *Foudroyant*, having cleared the wreck, soon resumed her position on the starboard quarter of the enemy. At 8h. the *Guillaume Tell*'s foremast fell over the side, and she became an unmanageable hulk, rolling her lower-deck ports under water. At 8h. 20m., finding further resistance unavailing, the French flag—the honour of which had never been better sustained—was hauled down. The *Foudroyant*'s lower masts were badly wounded, and her mizenmast so much injured that it fell shortly after the close of the action. The *Lion* had suffered much aloft.

The *Foudroyant*, out of a complement of 718 men and boys, had eight killed; Captain Sir Edward Berry (slightly), Lieutenant John A. Blow, Philip Bridge, boatswain, Edward West, Hon. Granville Proby, Thomas Cole, and Francis A. Collier, midshipmen, and fifty-eight seamen and marines wounded. The *Lion*, out of her crew of 300, had Hugh Roberts, midshipman, and seven seamen and marines killed, and Alexander Hood, midshipman, and thirty-seven seamen and marines wounded. The *Penelope* had one killed and three wounded, as already stated, making the total loss amount to seventeen killed and 101 wounded. The *Guillaume Tell* had upwards of 200 killed and wounded in this heroic defence. The persevering gallantry of Captain Blackwood, his officers and crew, to which the *Guillaume Tell* owed her capture, deserves every praise; for had it not been for the *Penelope*'s knocking away the topmasts of the French ship she would in all probability have escaped. Nor

should the gallantry of Captain Dixon be forgotten. The *Guillaume Tell* was towed by the *Penelope* to Syracuse, and added to the British navy by the name of *Malta*, in which, except the *Canopus*, she was the largest two-decked ship. The naval medal for the capture of the *Guillaume Tell* is given to the *Penelope* and *Vincego*, to the exclusion of the *Lion* and *Foudroyant*.

Genoa being in the possession of the French, and closely blockaded by the squadron under Vice-Admiral Lord Keith, frequent bombardments took place under the orders of Captain Philip Beaver, of the 28-gun frigate *Aurora*. The French, suffering much injury from these repeated attacks, determined to capture the vessels employed on the service, and fitted out a flotilla, consisting of one large galley, called the *Prima* (rowing fifty-two oars and mounting two long brass 36-pounders, besides smaller guns), an armed cutter, three settees, and several gunboats. On the 20th of May this flotilla attacked the *Audacious*, she shot from the galley hulling her several times, but at sunset took up a position under the guns of the two moles and the city bastions. The British boats, however, stood inshore for the fourth time, to attack the town and shipping, and at a little past midnight opened their fire. This was returned by the batteries, but more especially by the *Prima*, which was by this time moored with chains close to the inside of the eastern molehead.

Captain Beaver, feeling the effect of her long guns, determined, if possible, to carry her by boarding; and selecting ten boats, carrying about 100 officers and men, proceeded on this perilous service. In the darkness which prevailed, the boats fell in with a gunboat, which commenced firing upon them; but without taking notice of this enemy, they dashed alongside the *Prima*. The gunwale of the galley projected three feet from the side, and this was surmounted by a strong bulwark, on the top of which blunderbusses and wall-pieces were fixed; the oars also were banked, and their looms or handles secured down to the thwarts, and the crew available for her defence amounted to 257 men, which, alarmed by the firing of the gunboat, were all prepared for the attack. The *Haarlem's* boat, commanded by John Caldwell, midshipman, pushing under the oars, was the first to get alongside, and boarded her on the starboard side.

Other boats quickly followed, and Captain Beaver, in the *Minotaur's* cutter, and Lieutenant William Gibson, in the *Vestal's* launch, by means of the images over the rudder-head and on her quarters, gained a footing on the poop-deck, where a considerable number of French soldiers were stationed. A short but desperate struggle ensued, but it ended in the capture

of the galley, which was very soon released from her moorings and in tow of the British boats. The galley slaves readily manned the oars, and, in the teeth of a tremendous fire of shot and shell, the Prima was conveyed in safety alongside the *Mino-taur*. The loss was slight on the part of the galley, amounting only to one man killed and fifteen wounded; and the British had only five men wounded. The Prima measured 159 feet in length, and in breadth twenty-three feet six inches. In her hold were thirty large brass swivels, intended to have been mounted on her poop and forecastle.

On the 10th of June, as Rear-Admiral Sir John Warren, in the *Renown*; with the *Defence*, Captain Lord Harry Paulet; *Fisgard* and *Unicorn*, frigates, Captains Thomas B. Martin and Philip Wilkinson, was cruising off the *Penmarcks*, the boats were sent away to attack a convoy of brigs and *chasse-marées* lying at *St. Croix*, laden with wine and provisions for the *Brest* fleet. Eight boats were selected for the service, two from each ship, in charge of Lieutenants Henry Burke (*Renown*), William Dean, and Lieutenant of Marines Mark A. Gerard (*Fisgard*), Thomas Stamp (*Defence*), and William Price (*Unicorn*), the whole of which quitted the *Fisgard* at 11h. p.m. Having to row against a head-wind, the boats were prevented reaching the objects of their attack until after daylight on the 11th, when, in the face of a heavy battery, three armed vessels, and a continued discharge of musketry from the shore, the British captured one gunboat, two armed *chasse-marées*, and eight merchant vessels. The remainder escaped by running upon the rocks. This service was attended by no other casualty than three seamen and one marine wounded. Besides the above-named officers, acting Lieutenant Henry Jane, and master's mate John Fleming, and Lieutenant Killogrivoff, of the Russian navy, are honourably mentioned.

On the 1st of July, Sir John Warren, having the same squadron (with the exception of the *Unicorn*) under his orders, received information that a large convoy was at anchor under the island of *Noirmoutier*, determined on despatching the boats of the squadron to attempt its capture or destruction. The convoy was under the protection of the 20-gun corvette *Therese*, a 12-gun lugger, armed cutter, and two schooners, each mounting six guns. These, together with the convoy, were at anchor inside the sands, at the bottom of the bay, under cover of numerous batteries and guns, planted in the best positions for defence. The boats having assembled alongside the *Fisgard*, departed, as soon as the night closed in, in three divisions, and altogether contained 192 officers, seamen, and marines. The expedition was commanded by Lieutenant William Dean (*Fisgard*) and Lieutenants of marines John

Thompson, Charles H. Ballingall (Renown), Mark A. Gerard (Fisgard), and William Garrett and Hugh Hutton, of the Defence. At about midnight the boats, after a very obstinate resistance, captured the Therese and three of the armed vessels, together with fifteen sail of merchant ships, laden with corn, flour, and other provisions and necessaries for the fleet in Brest.

As the prizes could not be brought off, Lieutenant Burke ordered them to be destroyed, which was effectually done. Having performed this exploit without loss, the boats were returning to the ships; but before getting out of reach of the batteries they grounded on a sand-bank, and in ten minutes were left high and dry. In this helpless situation the party became exposed to an incessant fire from the forts, and also from about 400 soldiers. Nothing daunted by their perilous situation, part of the boats' crews managed to get possession of one of the French row-boats which still remained afloat, and in this vessel 100 officers and men succeeded in passing between and over the sands, and reached their ships; but ninety-two, including Lieutenants Burke, Thompson, and Ballingall, who were wounded, were obliged to surrender themselves prisoners.

On the 6th of July, Captain Henry Inman, in the 32-gun frigate *Andromeda*, having been intrusted with a squadron for the purpose of destroying some French frigates lying in Dunkirk, despatched Commander Patrick Campbell, in the 30-gun corvette *Dart*; the gun-brigs *Biter* and *Boxer*, Lieutenants Samuel Norman and Thomas Gilbert; fire-ships *Wasp*, *Falcon*, *Comet*, and *Rosario*, Commanders John Edwards, Henry S. Butt, Thomas Leef, and James Carthew, together with cutters and small craft, on this service. The *Dart* and squadron made sail inshore, and at midnight got sight of the 24-pounder 44-gun frigate *Poursuivante*, and 40-gun frigates *Carmagnole*, *Désirée*, and *Incorruptible*, moored in line ahead. The *Dart*, on approaching the outermost frigate, was hailed and asked from whence she came; to which Captain Campbell replied, "*De Bordeaux.*" They next desired to know what the vessels astern were; but Captain Campbell answered—the *Dart* having by this time passed her—"Je ne sais pas."

Determined to do the work effectually, the *Dart* continued her course for the inside frigate, and passed on unmolested until abreast of the third frigate, which fired a broadside. This salute the *Dart* returned from her fifteen double-shotted caronades, and quickly reloading, prepared for the next ship. Having the cable passed aft, the anchor was let go, which brought her up by the stern; but not before she had run the *Désirée* on board, her jib-boom passing under the frigate's fore-stay. The first lieutenant (James McDermitt), at the head of about fifty seamen and marines, immediately sprang upon

the frigate's forecastle, and in a short time the British sailors were in possession of the deck. Lieutenant McDermeit was badly wounded in the arm, and the French, numbering 200 or 300, observing the small number of the British, were about to rally, when Lieutenant W. J. Pearse, with a second division of boarders, being sent to their assistance, speedily reduced the enemy to subjection.

In fifteen minutes from the commencement, the cables of the *Désirée* were cut and the ship under weigh; and this dashing exploit was performed with the loss of one seaman killed, and Lieutenant McDermeit, James Hall, master's mate, and nine seamen and marines wounded. The loss on board the *Désirée* was computed at 100 killed and wounded. While the *Dart* was attacking the *Désirée*, the hired armed cutters *Kent* and *Ann*, Lieutenants Robert B. Cooban and Robert B. Young, spiritedly engaged several French gunboats, in which both had one man wounded. The gun-brig *Biter* had her commander wounded on the same service. The fire-ships were admirably conducted, and were not abandoned until completely in flames. Commander Thomas Leef and one seaman were wounded by the explosion of the *Comet*.

The frigates, however, cut their cables and avoided them. The *Désirée* was got over the bar with some difficulty, and being a fine new ship of 1015 tons, was added to the British navy, and was soon afterwards commissioned by Captain Inman. Commander Campbell, being posted, was appointed to the 20-gun ship *Ariadne*. Lieutenant McDermeit was promoted on the 17th of July following, but did not long enjoy his rank, as his name disappears from the list of 1802. Mr. Hall was promoted in August, 1801. The naval medal has been granted for this action.

On the 26th of July, Lieutenant Jeremiah Coghlan (acting), commanding the 10-gun cutter *Viper*, attached to the squadron of Sir Edward Pellew, watching Port Louis, proposed to cut out a French gun-brig, mounting three long 24-pounders and four 6-pounders, moored, with springs on her cables, within pistol-shot of three batteries, and within a mile of a French seventy-four and two frigates. Permission being granted, Lieutenant Coghlan was intrusted with a ten-oared cutter, manned by twelve volunteers from the squadron, to which he added Silas Hiscutt Paddon, midshipman, and six seamen, from the *Viper*, in all twenty men. Another boat from the *Ame-thyst* and one from the *Viper* accompanied them. As they approached it was discovered that the brig was fully prepared; but, although the other boats were a great way astern, the lieutenant pushed on and boarded the brig on the quarter.

Owing to the extreme darkness of the night, the leader

jumped into a trawl net which was hung up to dry, and while thus entangled was wounded in the thigh by a pike; several of his men were also wounded, and the whole, after much severe fighting, forced back into their boat. Having hauled further ahead, another attempt was made, but the boarders were a second time repulsed. The third attempt was more successful; and the *Cerbère* was carried, with the loss, out of a crew of eighty-seven, of six men killed and twenty—including all her officers—wounded. Lieutenant Coghlan and Mr. Paddon were both severely wounded, the former in two, and the latter in six places, and one seaman was killed and eight wounded. The other boats now joining took the prize in tow, and brought her out under a heavy but ineffectual fire from the batteries. Mr. Coghlan, although he had not served the prescribed time, was confirmed in his rank, and the officers and men of the squadron bearing testimony to the extreme gallantry of the affair, generously relinquished all claim to the prize in favour of those immediately concerned in her capture. The naval medal has been awarded for the above splendid achievement.

CHAPTER XXI.

1801.

BRITAIN AT WAR WITH ALL EUROPE—EXPEDITION TO EGYPT—
BATTLE AT COPENHAGEN—BATTLE FOUGHT AGAINST THE COMBINED
FRENCH AND SPANISH FLEETS—UNFORTUNATE CUTTING OUT ACTION
AT BOULOGNE—PEACE OF AMIENS.

THE northern powers, taking umbrage at the right of search practised by British cruisers, formed an alliance, and having assumed a menacing attitude, rendered a corresponding measure on the part of the British Government imperative. In February, Spain and Portugal joined the confederate nations, and England, single-handed, was at war with the world.

On the 31st of January, a squadron, under the command of Admiral Lord Keith, consisting of seven ships, arrived in Marmorice Bay, on the coast of Karamama, with frigates, flûtes, and transports, amounting in all to seventy sail, having on board 16,000 troops, under General Sir Ralph Abercromby. This fleet sailed from Marmorice, and reached Alexandria on the 1st of February, and on the same day anchored in Aboukir Bay; but a succession of northerly gales had caused so heavy a swell that the disembarkation was delayed until the 8th.

At 3h. a.m. on this day the signal was made for the boats, in number 320, to assemble near the Mondovi, Captain John Stewart, anchored about a gun-shot from the shore; and at 9h. a.m. the flotilla formed in a double line abreast, with the

accuracy of a column of soldiers, pulled steadily towards the shore, flanked at each end by gunboats and an armed cutter. The whole were under the direction of Captain Cochrane, of the *Ajax*. The launches, containing the field artillery, as well as a detachment of seamen to co-operate with the army, were under the direction of Captain Sir Sidney Smith. The battalion of marines appointed to act with the army was commanded by Lieutenant-Colonel Walter Smith.

The French troops assembled to dispute the landing amounted to about 7000 men, under General Friant, which were formed behind the sandhills; and on a steep hill a battery of fifteen pieces of heavy artillery was advantageously placed, and field-pieces and mortars were planted with equal skill. As the boats approached the shore, a very destructive cannonade was opened from the guns on the heights, and also from the castle of Aboukir, to which was soon added a constant roar of musketry, as well as grape-shot from the sandhills. The boats, however, moved on in excellent order, and in a short time the troops were disembarked on the beach, and quickly dashed on at the enemy, which, after a sharp contest, were driven from their position. The boats returned for the second division; and before the evening of the 9th the whole army, together with their stores and provisions, were landed.

Sir Sidney Smith was then detached, with 1000 seamen, to serve with the army, which with their usual energy, under their daring leader, dragged cannon up the heights. The loss sustained on the whole, including that occasioned by landing the troops, amounted to twenty-two men killed and sixty-three wounded. The army had, on the same occasion, 124 killed and 585 wounded.

On the 12th of February the British army moved forward, and on the 13th a battle was fought, in which the seamen and marines took a very distinguished part. The army had 186 killed and 1135 wounded. For the subsequent operations of the British army, and the death of Sir Ralph Abercromby, we must refer our readers to our military historians. A naval medal has been granted to those who participated in this arduous service.

The threatening attitude assumed by the northern powers just alluded to, having rendered some step necessary on the part of the British Government, a fleet was despatched from Yarmouth Roads on the 12th of March, under the command of Admiral Sir Hyde Parker, having Lord Nelson as his vice-admiral. This fleet consisted of eighteen sail of the line, with frigates and bomb-vessels, etc., having on board the 49th regiment, two companies of the rifle corps, and a detachment of artillery. On the 21st the fleet anchored at the entrance of

the Sound. Mr. Vansittart, in the *Blanche* frigate, who had preceded the expedition, and had gone on to Copenhagen, returned to the fleet on the 23rd, together with Mr. Drummond, the British *chargé d'affaires* at Copenhagen, when it appeared that all the terms proposed by the English Government had been rejected, and that the Danes were using every means to resist an attack.

After some little delay, the British fleet got under weigh at 6h. a.m. on the 30th, and with a fine breeze at north-north-west, formed in line ahead and proceeded up the Sound; the van division commanded by Vice-Admiral Lord Nelson, the centre by Sir Hyde Parker, and the rear by Rear-Admiral Thomas Graves. At 7h. a.m., the batteries at Elsinour opened fire upon the *Monarch*, but without doing any damage; and only a few ships fired in return, except the bomb-vessels, which threw more than 200 shells into Cronenburg and Helsingen, doing much execution. The only casualty in the British fleet was occasioned by the bursting of a 24-pounder on board the *Isis*, by which accident seven men were killed and wounded. The fleet continued its course, keeping within a mile of the Swedish shore, on which only eight guns were mounted, and thus avoided the fire of 100 pieces of cannon mounted in the castle of Cronenburg.

About noon, the fleet anchored above the island of Huën, and fifteen miles below Copenhagen. The three admirals, with Captain Domett, Colonel Stuart, and others, then proceeded in the *Lark* lugger to reconnoitre the defences of the enemy; and in the evening a council of war was held on board the *London*, at which Lord Nelson offered to conduct an attack with ten sail of the line and all the smaller vessels. The proposal was accepted by Sir Hyde Parker, who added two ships of the line to the force demanded, thus making the attacking fleet twelve sail of the line and eighteen frigates.

The Danes, in order to render the approach—at all times exceedingly intricate—more difficult, had removed the buoys, and Lord Nelson, accompanied by Captain James Brisbane, proceeded in his boat to rebuoy the outer channel.

On the morning of the 1st of April the fleet weighed and anchored again about six miles from Copenhagen, off the north-western extremity of the middle ground, which shoal extends along the whole sea front of the city, with the King's Channel inside, about three-quarters of a mile in width, in which channel the Danish block-ships, radeaus, prames, and gun-vessels were moored. In the forenoon, Lord Nelson embarked on board the *Amazon*, and again reconnoitred the Danish force; and soon after his return at 1h. p.m., ordered the signal to weigh to be hoisted on board the *Elephant*.

This signal was received by loud cheers from the different ships of the fleet, and in a very short time the vice-admiral's squadron, amounting in all to thirty-six sail, were under weigh, and formed in two divisions, with a light but favourable air of wind, leaving Sir Hyde Parker at anchor with eight sail.

The Amazon leading, the British squadron passed along the edge of the middle ground until it had reached the southern extremity, and at about 8h. p.m. anchored, the headmost ship of the British being then about two miles from the southernmost ship of the Danish line. During the night, Captain Hardy was employed in sounding the channel, and passed completely round one of the enemy's floating batteries unperceived; and about 11h. p.m. returned to the Elephant, and reported the depth of water close up to the Danish fleet.

The Danish force consisted principally of eighteen two-decked ships, most of them being old and dismantled; to which were added square floating batteries, radeaus, and frigates, and other old vessels; but all were well manned and armed, and fully provided to maintain a desperate resistance.

At the northern extremity of this line, which extended above a mile and a half, were the two Trekroner batteries formed on piles; one mounting thirty long 24-pounders, and the other thirty-eight long 36-pounders, with furnaces for heating shot. These batteries were each commanded by two two-deck block-ships, the Mars and Elephanten. A chain was thrown across the entrance to the inner harbour (as it may be termed, to distinguish it from the outer roadstead in which the flotilla was moored), which was also protected by the crown batteries, and in addition by the 74-gun ships Trekroner and Dannemark, a 40-gun frigate, two brigs, and some armed boats, which latter were provided with furnaces for heating shot. On the island of Amag, to the southward of the line, were several gun and mortar batteries. The whole Danish force was under the command of Commodore Olfert Fischer, who had his broad pendant flying on board the 62-gun ship Dannebrog.

At 8h. a.m. on 2nd of April, the signal was made for the captains of the several ships, to each of which Lord Nelson assigned their several stations. The intention was that all the ships of the line should take their places abreast of the enemy's ships, anchoring by the stern; while the frigates were to attack the ships off the harbour's mouth, and to rake the southern extremity of the Danish line. It was also intended that the 49th regiment, under Colonel Stewart, and 500 seamen, under Captain Fremantle, should storm the largest of the crown batteries. These plans, however, were many of them frustrated by the accidents which happened.

At 9h. 30m., wind south-east, the pilots assembled on board

the Elephant, and their want of knowledge and indecision became evident, and it would have been well had the opinion of Captain Hardy been taken. However, the signal was made to weigh. The Edgar led, and the Agamemnon was to have followed her; but the wind being scant, and a strong tide running, the latter found it impossible to get round the end of the shoal, and after two or three attempts was compelled to anchor. The Polyphemus then became the second ship, followed by the Isis. The Bellona, owing to the ignorance of her pilot—although she had rounded the point—got ashore on the middle ground, about 450 yards from the rear of the Danish line, where, however, she was within reach of the enemy's shot; and the Russell following her leader very closely also grounded, with her jib-boom almost over the Bellona's taffrail.

The Elephant, bearing Lord Nelson's flag, was the next ship, but, in opposition to the pilots, on observing the accident to two of his ships, the Elephant's helm was put a-starboard, and she passed to the westward and on the larboard side of the Bellona; the remaining ships following the same course, succeeded in getting into action. At 10h. the firing commenced; but the ships principally engaged for the first half-hour were the Polyphemus, Isis, Edgar, Monarch, and Ardent. At 11h. 30m. the Glatton, Elephant, Ganges, and Defiance, as well as several of the smaller vessels, had reached their several stations; and the Désirée, by directing a raking fire at the Provosteen, drew part of her attention from the Isis, which ship, however, suffered very severely. The strong tide prevented the Jamaica and the gun-vessels from getting near enough to take part in the action, nor did the bombs perform much service. The grounding of the Bellona and Russell, and the absence of the Agamemnon, occasioned some of the British ships to have more than one opponent. The Amazon suffered considerably, Captain Riou having anchored her, with three other frigates and the sloops, abreast of the Trekromer batteries.

The engagement had continued three hours, and no ship in the Danish line had ceased firing. On the other hand, signals of distress were flying on board the Russell and Bellona, and the Agamemnon had hoisted that of inability. The Veteran, Defence, and Ramillies had been detached to reinforce Lord Nelson; but their progress was so slow that Sir Hyde Parker was induced to order the signal to be made to discontinue the action. Southey gives the following account of this period of the battle:—

“Lord Nelson now paced the deck moving the stump of his right arm in a manner which always indicated great emotion. ‘Do you know,’ said he to Mr. Fergusson, ‘what is shown on

board the commander-in-chief? 'No. 39.' 'What does that mean?' 'To leave off action.' Shrugging up his shoulders, he repeated the words, 'Leave off action now! — me if I do. You know, Foley,' turning to the captain, 'I have only one eye, and I have a right to be blind sometimes'; and putting his glass to his blind eye in that mood which sports with bitterness, he exclaimed, 'I really do not see the signal.' Presently he exclaimed, 'Keep my signal for close action flying; that is the way I answer such signals. Nail mine to the mast.' The *Defiance* kept No. 16, for close action, flying at the maintop-gallant masthead, and repeated the recall of the commander-in-chief at the lee maintop-sail yardarm, where of course it was hardly visible."

The frigates about this time hauled off from the Crown batteries; but as the *Amazon* exposed her stern to their heavy fire, Captain Riou was cut in two, and many others added to the slain. At 1h. 30m. p.m. the firing of the *Danes* slackened, and before 2h. it had ceased in all the ships astern of the *Zealand*; but none of the vessels would allow the British to take possession; and as the boats approached for that purpose, they were fired at by the *Danes*, continually reinforced from the shore. This extraordinary mode of warfare irritated Lord Nelson, who was almost induced to order the fire-ships in to burn the surrendered vessels; but he first determined to try the effect of negotiation, by addressing a letter to the Crown Prince of Denmark. His lordship's letter ran thus:—

"Vice-Admiral Lord Nelson has been commanded to spare Denmark, when no longer resisting. The line of defence which covered her shores has struck to the British flag; but if the firing is continued on the part of Denmark he must set on fire all the prizes that he has taken, without having the power of saving the men who have so nobly defended them. The brave *Danes* are the brothers, and should never be the enemies, of England."

A wafer was handed his lordship for the letter; but with that coolness and ability which ever distinguished him, he remarked that this was no time to appear hurried and informal, and ordered a candle to be brought from the cockpit. His lordship sealed the letter with wax, affixing a larger impression than usual. Sir Frederick Thesiger (a young commander, acting as one of Lord Nelson's aides-de-camp) was then despatched on short with the letter and a flag of truce, and meeting the Crown Prince at the sally-port, delivered the letter.

In the meantime the cannonade was continued by the *Defiance*, *Monarch*, and *Ganges*, which in a short time silenced the *Indosforethen*, *Holstein*, and the ships next them in the Danish line. The approach of the *Defence*, *Ramillies*, and

Veteran also rendered the case of the Danes hopeless. The great Crown battery, however, having been reinforced with 1500 men, continued firing; and it was deemed advisable to withdraw the ships from before it while the wind continued fair. Preparations were making for carrying this into effect, when the Danish adjutant-general, Lindholm, appeared bearing a flag of truce, upon which the action, which had raged incessantly for five hours, totally ceased.

The message from the Crown Prince was to inquire the precise object of Lord Nelson's note, when the latter replied in writing that humanity was his object; that he consented to stay hostilities; that the wounded Danes should be taken on shore; that he would take his prisoners out of the vessels, and burn or carry off the prizes as he thought fit; and concluded by expressing a hope that the victory he had gained would lead to a reconciliation between the two countries. This answer being returned, the final adjustment of the terms was referred to the commander-in-chief.

During the interval the British ships were moved from their stations in the line, in doing which several grounded; the *Elephant* and *Defiance*, in particular, remained fast for many hours, about a mile from the *Trekroner* battery. Lord Nelson soon afterwards quitted the *Elephant*, and repaired on board the *London*, whither the Danish adjutant-general had preceded him.

The British loss was—killed and mortally wounded, 350; recoverably and slightly, 850. It is quite evident that so heavy a loss could only have resulted from cool and steady firing on the part of the Danes, who did not aim at dismasting the British ships; indeed only one ship (the *Glatton*) lost a top-mast. Several ships had guns disabled. The loss on board the Danish ships, according to the very lowest estimate, amounted to between 1600 and 1800 men killed and wounded, and probably far exceeded the highest of these numbers. Out of the whole Danish fleet only two ships escaped, all the others being either captured, destroyed, or sunk.

After despatching to England the *Monarch*, *Isis*, and *Holstein* prize, the fleet quitted Copenhagen on the 12th of April, and taking out their guns, which were put on board merchant ships, all, except the *St. George*, entered the Baltic through the channel of the *Grounds*, to the great astonishment of the Swedes. Learning that a Swedish squadron of nine sail of the line was at sea, Sir Hyde Parker steered for the northern extremity of the island of *Bornholm*; but the Swedish admiral took refuge under the forts of *Carlsrona*. Here a negotiation was opened, which ended on the 22nd by His Swedish Majesty's agreeing to treat for all existing differences.

On the 23rd, a lugger joined the fleet from the Russian ambassador at Copenhagen, containing pacific overtures, also, from Alexander the First, who by the death of Czar Paul had succeeded to the imperial crown. The thanks of both Houses of Parliament were voted to the admirals, captains, officers, seamen, and marines engaged.

On the 13th of June, Rear-Admiral Linois, with the 80-gun ship *Indomptable* and *Formidable*, 74-gun ship *Desaix*, and 38-gun frigate *Muiron*, put to sea from Toulon, bound to Cadiz, intending to join a French squadron of six sail of the line; but, delayed by adverse winds, did not arrive in sight of Gibraltar until the 1st of July. On the 3rd, the *Speedy*, Captain Lord Cochrane, was fallen in with, and after a long and skilfully-conducted retreat, captured. Having learned that Cadiz was blockaded by a superior force, Linois bore up for Algeiras; and at 5h. p.m. on the 4th, anchored in front of the town. The British squadron off Cadiz at this time consisted of seven sail of the line and one frigate.

On the 5th of July, at 2h a.m., Lieutenant Richard Janvrin, who had been despatched for that purpose in a boat from Gibraltar, by Captain G. H. L. Dundas, of the *Calpé*, arrived on board the *Cæsar* with intelligence of the arrival of the French squadron at Algeiras. Sir James Saumarez, after despatching the *Pasley* to recall the *Superb*, employed blockading the river Guadalquivir, immediately proceeded in search of the enemy.

The wind being very light on the 6th, the admiral was drifted out of sight of the *Superb*, *Thomas*, and *Pasley*; and at 4h. a.m., on the 7th, the squadron was standing into Algeiras Roads, in the following order:—*Venerable*, *Pompée*, *Audacious*, *Cæsar*, *Spencer*, and *Hannibal*. At 7h., the *Venerable* having rounded Cabrita Point, descried the enemy's squadron, and a signal was then made from the *Cæsar*, directing the ships to engage the enemy as they arrived up. Linois had moored his ships in line ahead thus:—*Formidable*, abreast the battery of San Jago, mounting five long 18-pounders; *Desaix*, about 500 yards astern, and *Indomptable*, about the same distance from the latter ship. The *Muiron* was a little within the Isle of Verda; three gunboats were anchored to the south-west of that island, four others between Fort San Jago and the *Formidable*, and seven off a point of land about half a mile to the northward of the tower of *Almirante*.

At 7h. 50m., the battery on Cabrita Point fired at the *Pompée*, then running in with a fine breeze, while the *Venerable*, from the partiality of the wind, lay becalmed at some distance on her starboard bow. The *Venerable* was also passed by the *Audacious*; but the *Cæsar*, and two remaining ships,

were a long distance astern, striving hard to get up. At 8h. 30m., the Muiron opened her fire on the *Pompée*, as did the other ships successively; and as it was by this time nearly calm, the *Pompée*, after firing her broadside at the enemy's ships as she passed, anchored at 8h. 45m. close on the *Formidable's* starboard bow; but the latter, soon afterwards slipping her outer cable, hauled further towards the shore.

A little before 9h., the *Audacious*, and shortly after, the *Venerable*, dropped their anchors; the first, from the baffling winds, being abreast, but much further from the *Indomptable* than the captain intended, and the second, at a still greater distance, on the quarter of the *Formidable*. The engagement now commenced, and was maintained with great fury between the four French ships (materially assisted by the gunboats and batteries) and the three British ships, which had reached the anchorage. In about half an hour the *Pompée*, owing to the strength of the current—others say from a slant of wind—canted with her bow towards the broadside of the *Formidable*, and while in this position suffered much. At 9h. 15m., the *Cæsar* anchored ahead of the *Audacious*, and opened her broadside upon the *Desaix*, and the *Hannibal* in a few minutes afterwards anchored within hail of the *Cæsar*, and on her starboard bow. The *Spencer* was so far to leeward that she could only get within reach of the Spanish batteries, from which her shot and shells were fired.

At 10h., Captain Ferris having been hailed and ordered to proceed inshore and rake the *Formidable*, the *Hannibal's* cable was cut, and all sail made accordingly, and having stood to the northward until she could fetch the *Formidable*, the *Hannibal* tacked, and, about 11h. a.m., as she was in the act of hauling up to cross the hawse of the French ship, unfortunately took the ground. A signal was instantly made to the admiral, and boats were despatched to her assistance; but Captain Ferris, finding all exertion to get the ship off unavailing, sent them away again. A light breeze about this time springing up from the north-east, Linois made the signal for his ships to cut and run ashore. The *Formidable* cut, but brought up again with her larboard broadside to the enemy. The *Desaix* grounded upon a shoal facing the town, and the *Indomptable* upon one to the north-east of the Isle of Verda, with her larboard bow towards the sea.

Sir James Saumarez ordered his ships to follow the French admiral's example, and the *Cæsar* immediately cut, and wearing round, hove to and brought her broadside to bear upon the bows of the *Indomptable*, and about noon shot away her fore-topmast. The *Cæsar* then let go her anchor, and was soon joined by the *Audacious*. The *Venerable* and *Spencer*, in spite of every

exertion, were prevented by the variable winds and calms from getting near enough to attack the other French ships and the battery on the Island of Verda; and the *Pompée*, after remaining an hour without being able to take any part in the second attack, her captain waiting for orders, was at length recalled, and, cutting her cables, was towed out of the bay by her boats. The *Audacious* and *Cæsar*, having drifted near the island battery, were much cut up by it, and, at 1h. 30m. p.m., a light air coming off the land, the *Cæsar* and *Audacious*, *Venerable* and *Spencer*, made sail on the starboard tack, leaving the dismantled and shattered *Hannibal* in the hands of the enemy. At 2h. p.m. the *Hannibal*'s colours were hauled down, and presently rehoisted with the Union downwards, which induced Captain Dundas, of the *Calpé*, which had approached from Gibraltar, to send his boats under the command of Lieutenant Thomas Sykes to her assistance, but they were detained by the French, who by this time had gained possession of the British ship.

The British loss was 121 killed, 240 wounded, fourteen missing. The French loss amounted to 306 killed, including Captains Moncousu and Lalonde, and about the same number wounded.

Linois, having got his ships afloat, applied to Admirals Dumanoir and Massaredo, at Cadiz, to send a squadron to his relief; and on the 8th, Vice-Admiral Joachim de Moreno, with six sail of the line and some frigates, was ordered to repair to the outer road to be ready for a start with the land wind on the next morning. This movement was however observed by that vigilant officer Captain Keats, who, in the *Superb*, with the *Thames* and *Pasley*, continued watching the port.

On the 9th, at daylight, the Spanish squadron put to sea from Cadiz, and, preceded by the *Superb*, *Thames*, and *Pasley*, steered towards the Straits. In the afternoon of the same day, the *Pasley* stood into Gibraltar with the signal flying for an enemy; and, at 3h. p.m., as the Spanish squadron hauled round Cabrita Point, the *Superb* and *Thames* anchored in the bay. The Spanish squadron soon afterwards anchored in Algeiras Bay.

Immediately all was bustle on board the ships at Gibraltar, and nothing could surpass the exertions of the British officers and men to get their ships refitted. The *Pompée* being found in too bad a state to be got ready in time, her men were turned over to assist in refitting the other ships; and Sir James Saumarez, on the supposition that the *Cæsar*'s damages were so great that it would be impossible to get her ready without great delay, shifted his flag to the *Audacious*; but the crew, anxious to share in the expected fight, declared their willingness

to work night and day until the ship was ready. At this time her lower masts were out; but by working all hands during day, and watch and watch at night, the *Cæsar* was warped into the mole, and on the 10th got in her lower masts. On the 11th preparations for sailing were observed among the ships of the enemy, and on Sunday, the 12th, at daybreak, they loosed sails while the *Cæsar* was still refitting in the mole, at the same time receiving shot, powder, and stores, and making preparations to haul out. At noon the enemy began to move with the wind fresh from the eastward, and at one they were all under weigh, and the two Spanish three-deckers off Cabrita Point.

"The day was clear," says Captain Brenton; "the whole population of the rock seemed to be in motion; the line wall, mole-head, and batteries were crowded; and the *Cæsar* warped out while her band was plying, 'Come, cheer up, my lads, 'tis to glory we steer,' the music of the garrison answering with 'Britons strike home.' The scene was animating beyond description; and the enthusiasm was so great among the seamen that even the wounded men desired to be taken on board their ships to share in the honours of the approaching conflict."

At 3h. p.m., just as the *Cæsar*, in her way out of the mole, had passed the stern of the *Audacious*, the flag of Sir James Saumarez was rehoisted, and the signal made for the squadron to weigh and to prepare for battle. Having cleared the rock, the squadron formed a line ahead on the larboard tack, with the wind easterly, the *Cæsar* leading, followed by the *Venerable*, *Superb*, *Spencer*, and *Audacious*, of the line, and 32-gun frigate *Thames*, Captain Askew, *Paffard Hollis*, and polacre sloop *Calpé*, Captain the Hon. George H. L. Dundas, brig *Louisa*, Captain Crawford Duncan, and Portuguese frigate *Carlotta*. At 7h. the ships were together, and stood on the starboard tack under easy sail.

About 7h. 50m. the combined squadron cleared Cabrita Point, with the exception of the *Hannibal*, which ship was jury-rigged (having topmasts for lower masts), but, although taken in tow by the *Indienne* frigate, was eventually obliged to return to Algeiras. Their squadron then consisted of the following:—

FRENCH.		SPANISH.	
Guns.	Ships.	Guns.	Ships.
80	{ <i>Formidable</i>	112	{ <i>Real Carlos</i>
	{ <i>Indomptable</i>		{ <i>Hermenegildo</i>
74	{ <i>Saint Antoine</i>	96	<i>San Fernando</i>
	{ <i>Desaix</i>	80	<i>Argonauta</i>
	<i>Frigates Libre and Muiron</i>	74	<i>San Augustin</i>
	<i>Lugger Vantour</i>		<i>Frigate Sabina</i>

Admiral Moreno's flag was flying on board the *Sabina*, on board which frigate Rear-Admiral Linois also repaired.



PURSUING THE COMBINED FRENCH AND SPANISH FLEETS.

Soon after 8h. p.m. the British squadron bore away in chase, and at 8h. 40m. Captain Keats, having obtained leave to attack the rear of the enemy, crowded all sail. The *Superb*, being an exceedingly fine, fast-sailing ship, and the breeze having freshened, had gained at 11h. three or four miles upon the *Cæsar*, and was out of sight of the rest of the squadron. At 11h. 20m., Captain Keats observed the *Real Carlos* about one point before the larboard beam, and another three-decker, the *Hermenegildo*, and the *Saint Antoine*, nearly abreast of the *Real Carlos*, on the larboard beam. The *Superb* immediately shortened sail, and luffing up, ranged close alongside the *Real Carlos*, into which she commenced firing her larboard guns. At the third broadside the enemy's fore-topmast was shot away, and she was observed to be on fire. Captain Keats then ordered the firing to cease, and suffered the Spanish ship, by this time in evident confusion, and firing her guns at random, to make sail before the wind.

The destruction of this ship being inevitable, the *Superb* proceeded in chase of the *Saint Antoine*, which at a little before midnight she closed with and spiritedly engaged. After an action of about thirty minutes' duration, in the course of which both ships hauled to the wind, the *Saint Antoine* ceased firing, and hailed to say she had surrendered. At a little past midnight the *Hermenegildo*, having also bore up, taking the *Real Carlos* for an enemy, fired into her, although the latter was in flames fore and aft; and the two ships getting foul, the *Hermenegildo* also took fire, and both in a short time blew up with all on board. Out of near 2000 men, two officers and thirty-six men were saved in a boat which came alongside the *Superb*, and a few others reached ships of their own squadron, but the remainder perished.

Just as the *Saint Antoine* had struck to the *Superb*, the *Cæsar* and *Venerable* arrived up, and, as the broad pendant of the French ship still remained at the masthead, the halyards being shot away, the two ships fired into her, but finding she had already struck, they made sail ahead. The *Superb*, with the *Calpé*, remained to remove the prisoners and secure the prize, while the *Cæsar* and *Spencer* made sail after the *Formidable*, then at some distance to the westward, standing towards the shoals of Conil.

All sail was made by the *Cæsar* and her three consorts, *Venerable*, *Spencer*, and *Thames*; and as the *Formidable* was under jury-topmasts, the *Venerable* and *Thames* overhauled her very fast; and at 5h. a.m. on the 13th, the French ship hoisted her colours, and fired her stern-chasers upon her pursuers. At 5h. 10m. the *Venerable* got within musket-shot of the *Formidable*; and at 5h. 30m. the *Venerable's* mizen-topmast was shot

away. At 5h. 45m. the Thames hauled up under the stern of the *Formidable*, and raked her, receiving in return an ineffectual fire from the stern-chasers of the latter. The *Venerable* went by the board, and she dropped astern.

The *Formidable* continued to stand on to the northward, in the hope of reaching Cadiz, keeping up for some time a very galling fire upon the *Venerable* from her stern guns. At 7h. 50m. the *Venerable's* foremast went over the side; and at about the same time she struck on a reef of rocks off San Pedro, distant about twelve miles from Cadiz. At 8h. her mizenmast fell; soon afterwards a boat from the *Cæsar* came alongside with Captain Brenton, who brought discretionary orders to Captain Hood to destroy his ship in case of an attack—apparently then meditated—from the combined squadron, and the Thames was ordered to remain by her to receive her crew; but the *Audacious* and *Superb* appearing to the southward, induced the enemy to forego any such intention, and to enter Cadiz.

The *Venerable* and *Superb* were, as we have seen, the only two British ships, except the Thames frigate, which were engaged. The former had her master, John Williams, fifteen seamen, and two marines, killed; and Lieutenant Thomas Church, John Snell, boatswain, George Hessey and Charles Pardoe, midshipmen, seventy-three seamen, and ten marines were badly wounded. At 2h. p.m. the *Venerable*, by the assistance of the boats of the squadron, was hove off, and the Thames took her in tow. She eventually got into Gibraltar, and in a few days was again equipped, and ready for sea.

The captains, officers, and crews of the squadron received the thanks of Parliament. Sir James Saumarez was created a Knight of the Bath, and had a pension of £1200 per annum conferred upon him; and Lieutenants Philip Dumaresq, of the *Cæsar*; Samuel Jackson, of the *Superb*; and James Lillicrap, of the *Venerable*, being the seniors, were promoted to the rank of commander. The meritorious conduct of Captain Keats gained for him no especial mark of favour; neither was he prominently named in the public letter of Sir James Saumarez. The *Saint Antoine* was an old ship, and, although added to the list of the British navy, never quitted Portsmouth after her arrival.

On the night of the 15th of August, Lord Nelson, whose flag was hoisted for the occasion on board the *Medusa* frigate, Captain John Gore, determined that an attack should be made on the Boulogne flotilla by the boats of the squadron under his orders. They were accordingly formed into four divisions, under the respective commands of Captains Philip Somerville, Edward T. Parker, Isaac Cotgrave, and Robert

Jones, accompanied by a division of mortar-boats under Captain John Conn. At 11h. 30m. p.m., the boats put off from the *Medusa*; but, owing to the strength of the current and extreme darkness of the night, the divisions separated. Captain Somerville's division was drifted to the eastward; and at daylight some of the leading boats got up with and attacked a brig lying close to the pier-head, and after a sharp resistance, carried her; but she was found to be secured to the shore by a chain under her bottom. The British boats' crews then became exposed to so heavy a fire of musketry opened upon them from the shore, and from the vessels near her, that they were compelled to retreat, after sustaining a loss of eighteen killed and fifty-five wounded.

The second division, under Captain Parker, reached the shore about midnight, and a subdivision of the boats, led by Captain Parker, ran alongside the brig *Etna*, bearing a commodore's pendant, moored off the mole-head. Their frequent and gallant attempts at boarding were, however, frustrated by a strong boarding-netting, triced up all round her, and by 200 soldiers, who kept up an incessant fire of musketry. The assailants, in the end, were beaten off with considerable loss.

The second subdivision, under Lieutenant Edward Williams, of the *Medusa*, boarded and carried a lugger, which was brought off; but in attacking a brig was repulsed, and compelled to retreat, as well as that part of the division under Captain Parker. Their loss together amounted to twenty-one killed and forty-two wounded.

Captain Cotgrave led on his division with equal gallantry, and the boats under his orders attacked with great bravery, but unfortunately with no better success; and they were also obliged to retire. Their loss amounted to Mr. Berry, midshipman, and four seamen, killed; and a gunner, twenty-three seamen, and five marines wounded; total, five killed and twenty-nine wounded.

The fourth division, under Captain Jones, was prevented by the rapidity of the tide from reaching the scene of action, and that of Captain Conn did not act.

The total loss sustained in this ill-timed expedition amounted to forty-four killed and 126 wounded. It must, however, be borne in mind, in reference to the want of success which attended the gallant efforts of the British boats at Boulogne, that the vessels they were ordered to act against were in every way prepared to resist a boarding attack. The flotilla was composed of vessels purposely built, and intended for the conveyance of troops; they were, generally speaking, vessels of from 250 to 200 tons, very broad, with high, strong bulwarks, and flat-bottomed, drawing no more than three or

four feet of water. The area of deck they possessed enabled a large body of troops to act on the defensive; and although ill calculated to compete with a ship of war under weigh, they could scarcely fail, if defended with any degree of determination, in beating off as many boats as could have been brought against them. The attack was ordered by Earl St. Vincent, the first lord of the Admiralty, in the hope of appeasing popular clamour; and its failure cannot be attributed to the vice-admiral or to the parties engaged.

Preliminary articles of peace were signed in London on the 1st of October between Great Britain and France, and on the 12th a cessation of hostilities was ordered; the definitive treaty was concluded at Amiens on the 25th of March, 1802. By the terms of the treaty, Malta, Goza, and Comino were to be restored to the order of St. John of Jerusalem; the French troops were to evacuate Naples and the Roman territory; and the British to quit Porto Ferrajo. To France was restored all which had been taken from her in the East and West Indies and Africa. Holland regained all her West India possessions except Dutch Guiana, and also the Cape of Good Hope; and in the East Indies—Malacca and the islands Amboyna, Banda, and Ternate; but lost Trincomalé and other Dutch settlements in Ceylon. To Sweden and Denmark were restored the few colonies which had been taken from them. Spain lost Trinidad, which was retained by the English.

“Whatever grounds,” says Mr. James, “politicians might have for arguing from the terms of this solemn compact a short-lived peace, certain it is that the activity which reigned on the ocean, an activity much greater than any which had been witnessed during the last two or three years of the war, gave to the treaty the air of a truce, or suspension of arms, in which each of the belligerents—some of whom signed it for no other purpose—was striving to gain an advantageous position, in order, when the tocsin should again sound, to be ready for the commencement of hostilities. French, Dutch, and Spanish fleets were preparing to put to sea, and English fleets to follow them and watch their motions. Who then could doubt that, although the wax upon the seals of the treaty concluding the last had scarcely cooled, a new war was on the eve of bursting forth?”

The losses sustained by the British navy during the preceding war were—captured, destroyed, or wrecked, twenty sail of the line, and one hundred and forty-five frigates.

French losses, fifty-five sail of the line and one hundred and two frigates. Dutch losses, eighteen sail of the line and thirty-three frigates. Spanish losses, ten sail of the line and fifteen frigates.

CHAPTER XXII.

1803.

A SERIES OF GALLANT MINOR ENGAGEMENTS.

THE duration of the peace of Amiens was short; and on the 16th of May, 1803, war was again formally declared.

On this recommencement of hostilities, although the number of ships of the line in the British navy had undergone very little augmentation since the former war, yet that number consisted of ships in better condition, and for the most part larger. The following will show the available force of the British navy at the commencement of the year 1803.

For Sea Service.	First Rates.	Second Rates.	Third Rates.	Fourth Rates.	Fifth Rates.	Sixth Rates.	Sloops.	Bombs, Gun-brigs, Cutters, &c., &c.	Total.
In commission....	...	1	31	7	66	11	58	36	210
In ordinary.....	6	14	59	4	36	11	20	28	178
Total.....	6	15	90	11	102	22	78	64	388

By the 1st of June sixty sail of the line were in commission, together with a proportionate number of frigates and smaller vessels. The exertions of France in the meanwhile in building new ships had been very great, and on the resumption of hostilities, the line of battle force at her disposal amounted to upwards of sixty sail.

The first open act of hostility on the part of the British took place in the Channel on the day on which the declaration of war appeared in the Gazette. The British 18-pounder 36-gun frigate *Doris*, Captain Richard Henry Pearson, chased the French national 14-gun lugger *Affronteur*, and after a determined resistance on the part of the latter, by which she had her captain and eight men killed and fourteen wounded, the lugger surrendered.

On the 28th of May, the French 36-gun frigate *Franchise* was captured by the 74-gun ship *Minotaur*, Captain John C. M. Mansfield, belonging to the Channel fleet cruising off Brest.

On the 14th of June, the 18-pounder 36-gun frigate *Immortalité*, Captain E. W. C. R. Owen, and 18-gun brigs *Cruiser* and *Jalouse*, Commanders John Hancock and Christopher Strachey, chased the two French gun-vessels *Inabordable*, schooner, and *Commode* brig, each mounting four long 18 and 24-pounders. The gun-vessels ran ashore near Cape Blanc Nez; but after a spirited cannonade between the batteries under which they had grounded and the British squadron, they were brought off by the boats of the three ships. Charles Adams,

master's mate of the *Jalouse*, who was the only person injured, was badly wounded.

On the 24th of July, the French 74-gun ships *Duquesne* and *Duguay Trouin*, Commodore *Querangal* and Captain *Touffet*, accompanied by the 40-gun frigate *Guerrière*, Captain *Beaudouin*, taking advantage of a dark squall, put to sea from Cape François, in the hope of evading a British squadron blockading the port, consisting of the 74-gun ships *Bellerophon*, *Elephant*, *Theseus*, and *Vanguard*, Captains *John Loring*, *George Dundas*, *John Bligh*, and *James Walker*. The French ships having separated at night, the *Elephant* gave chase to the *Duguay Trouin*, while the *Bellerophon* and other ships pursued the *Duquesne*, which latter was on the following day overtaken and captured, after receiving a few shot from the *Vanguard*. The loss of the *Vanguard* consisted of one man killed and one wounded. The prize was a fine ship; but, having been run on the *Morant Keys*, was broken up on reaching England. The *Duguay Trouin* and *Guerrière* escaped; but on the 31st of August, when off *Ferrol*, the former was fallen in with and gallantly engaged by the 38-gun frigate *Boadicea*, Captain *John Maitland*, and both the *Duguay Trouin* and *Guerrière* were eventually chased into *Corunna*, on the 2nd of September, by the 74-gun ship *Culloden*, Captain *Barrington Dacres*. In this latter engagement the *Culloden* had four men wounded, and the *Guerrière* six killed and fifteen wounded.

On the 17th of August, the *Racoon* drove ashore, near *St. Jago de Cuba*, the French national 18-gun brig *Mutine*. The *Mutine* was totally lost; but her crew succeeded in reaching the land. Captain *Bissell* continuing to cruise off *Cuba*, on the 13th of October, observed several vessels running along close to the shore, all of which, before sunset, hauled towards *Cumberland Harbour*. The *Racoon* anchored in the night, in the expectation that the vessels would endeavour to pass; and at daylight, on the 14th, discovered eight or nine sail lying becalmed at some distance. The *Racoon*, having a fine land wind, proceeded in chase, and succeeded in getting within gun-shot of a brig, which on receiving a few broadsides hauled down her colours. The prize was the French national gun-brig *Petite-Fille*, and had on board 180 troops. A prize crew was put on board, which was scarcely effected before an armed schooner and cutter stood towards the *Racoon*, and commenced firing upon her; and having a breeze, at 11h. a.m., bore up with the intention of boarding her on the bow and quarter.

The two vessels had arrived within pistol-shot, when the *Racoon* opened her broadside on the cutter; then wearing round, she fired the other broadside into the schooner, and continued to manœuvre in this manner so effectually that the

vessels, whose decks were crowded with men, were prevented from executing their project. After engaging for an hour, the cutter, being reduced to a sinking state, surrendered. The *Racoon* having taken possession of the cutter, proceeded after the schooner, which she also captured. The loss on board the latter vessels, out of near 250 people, including 150 troops, amounted to about forty men killed and wounded. The *Racoon* sustained no loss; and the only person wounded was James Thompson, the master, by a severe contusion. Her first prize, the brig, was recaptured by the French crew while the *Racoon* was engaging the cutter and schooner, and ran ashore upon the rocks. Commander Bissell and Lieutenant James A. Gordon, first of the *Racoon*, were promoted shortly afterwards. The Patriotic Fund voted Commander Bissell a sword, value 100 guineas, in approbation of his conduct on this occasion, and the naval medal has lately been awarded to the surviving participants.

On the 3rd of November, while the 36-gun frigate *Blanche*, Captain Zachary Mudge, was lying at anchor off the entrance of Mancenille Bay, St. Domingo, the French armed cutter *Albion* was discovered close under the guns of Monte Christi, where she was waiting with a cargo of bullocks for the use of the garrison at Cape François. The cutter mounted two 4-pounders, besides six swivels; and her crew numbered forty-three, including officers. The fort mounted four long 24-pounders and three field-pieces, which entirely commanded the cutter. Captain Mudge, deeming the position of the cutter to be assailable, despatched the ship's boats, under the orders of Lieutenant William Braithwaite, in open day, to endeavour to cut her out; but the attack was not made.

A night expedition was then proposed, and Lieutenant of marines Edward Nicolls volunteered with one boat to make the attempt. This offer was accepted, and the red cutter, with thirteen men, himself included, put off from the frigate; but Captain Mudge, fearing that the courage of Lieutenant Nicolls might induce him to overrate his strength, despatched after him the barge, in which were twenty-two men, under the orders of Lieutenant the Hon. Warwick Lake. The barge joined, but subsequently separated, and Lieutenant Nicolls proceeded alone in the execution of the project. At about 2h. 40m. a.m., on the 4th, the red cutter arrived within hail of the *Albion*, and was challenged, to which the daring crew responded with three hearty cheers, and dashed on at the enemy, round, grape, and musket shot ploughing up the water about the boat, and whistling over the men's heads. By the second volley of musketry, the coxswain and two others were severely wounded; but before a third could be fired, Nicolls and his gallant band had

gained a footing on the *Albion's* deck. A fierce struggle ensued. The lieutenant was badly wounded, and the French captain killed; but in a short time the French crew was overpowered, and driven below.

Hitherto not a shot had been discharged from the batteries, and in order to keep up the delusion that the victory was undecided, Lieutenant Nicolls ordered the marines with him to load and fire as rapidly as possible, while the seamen employed themselves in getting the cutter under weigh. The vessel was nearly under sail when the barge, with Lieutenant Lake, came alongside and took the command, and the marines having ceased firing, the battery immediately opened, by which two of the *Blanche's* crew were killed. Fortunately the breeze freshened off the land, and the cutter was quickly out of gun-shot, without suffering any further loss.

On the same morning the launch of the *Blanche*, with twenty-eight men, under the command of John Smith, master's mate, attacked a French schooner mounting a long 8-pounder and manned with thirty men, as she was coming out of the Caracol Passage, and, after an obstinate resistance, carried her, after she had lost one man killed and five wounded. The launch had one man killed and two wounded. Mr. Smith being promoted, the naval medal has been granted to the survivors of his boat's crew; but no such mark of distinction has been conferred on those who served the same morning in the "red cutter."

On the 7th of November, Edward Henry A'Court, midshipman, of the *Blanche*, was sent in a cutter, with seven seamen and marines, to obtain sand for the use of the ship. In the evening, on her return, the boat fell in with a schooner lying nearly becalmed, which she pulled towards, and, apprehensive that she was a privateer, cautiously kept in her wake. Just as they got under her stern, a fire of musketry from the schooner mortally wounded one, and severely wounded another of the boat's crew. Mr. A'Court nevertheless pulled up alongside, and with his five remaining men boarded and carried the schooner, although she had among her passengers a French colonel and thirty soldiers. A more gallant performance is not on record.

On the 14th of November, a detachment of seamen and marines, numbering 134 men, under the orders of Commander William Ferris, of the 14-gun brig *Drake*, with Lieutenants Thomas Cole and Thomas Furber, of the 74-gun ship *Blenheim*, Captain Thomas Graves and Lieutenants of marines Walter S. Boyd and George Beatty, accompanied by the *Swift* cutter, proceeded off Marine Harbour, Martinique, to attack the French privateer schooner *Harmonie*, at anchor within. The

marines landed and surprised the fort, taking fifteen prisoners, when they dismounted and spiked the guns and blew up the magazine. The boats were fired upon as they approached the schooner, but she was boarded and carried in a few minutes. The *Harmonie* mounted eight guns, and out of her crew of sixty-six men had two killed and fourteen wounded. The British loss amounted to one man killed and five wounded. Swords valued at fifty guineas each were presented by the Patriotic Fund to the officers employed on this service.

On the 30th of November, the French squadron, with the troops under General Roscambeau, evacuated Cape François, St. Domingo, and by the terms of their capitulation the French ships in that port were to be surrendered to the British squadron as soon as they quitted the harbour. The 40-gun frigate *Surveillante* was taken possession of accordingly; but the *Clorinde*, in coming out, grounded on the rocks under Fort St. Joseph, and beat off her rudder, and her situation became so desperate from the heavy sea breaking on the rocks that the boats which had been sent to her assistance were returning to the squadron. At this time the *Clorinde* had on board nearly 900 souls. Among the boats present was the *Hercule's* launch, containing forty men, under Lieutenant Nesbit Josiah Willoughby, who, anxious to rescue the unfortunate creatures from the certain death that awaited them, either by perishing in the ship or being murdered by the blacks on shore, put back towards the *Clorinde*.

As he approached he found the side of the ship crowded with men, anxious to jump into the launch; and knowing that if he approached nearer, this mass of human beings would leap into the boat and swamp her, he procured a small punt, in which he alone embarked, ordering the launch to lay off on her oars. Lieutenant Willoughby, having reached the *Clorinde*, proposed to General Lapoype to haul down the French flag, and surrender the ship to him. This, after some little hesitation, was acceded to, and the British colours hoisted. Lieutenant Willoughby then, with some difficulty, landed, and having obtained an interview with General Dessalines, gained from him a promise of assistance to enable him to get the ship afloat, or, in case of her destruction, protection for the crew, who were in that case to be considered as British prisoners. With the assistance from the shore, and the arrival of some boats from the British squadron, together with the falling of the wind, Lieutenant Willoughby succeeded in heaving the *Clorinde* off the rocks. Thus, by the humane and uncommon exertions of one officer, a great many lives were undoubtedly preserved. The *Clorinde* being a fine frigate, was, with the *Surveillante*, added to the British navy.

CHAPTER XXIII.

1804.

AGAIN A SERIES OF MINOR ACTIONS.

TOWARDS the close of the preceding year the British 74-gun ship *Centaur*, Captain Murray Maxwell, bearing the broad pendant of Commodore Samuel Hood, was cruising off Fort Royal Bay, Martinique, watching the port and endeavouring to intercept vessels entering or coming out. At the distance of rather less than a mile from the south-west end of Martinique, called Diamond Point, stands the Diamond Rock, the height of which is about 600 feet, the circumference less than a mile, and in shape very similar to a haystack. The west side of the rock is alone accessible, it presenting on the other sides a perpendicular surface from within a few feet of its summit, and on the west side a heavy surf breaks at most times, which renders landing impracticable. After landing, the difficulties are great, and the person has to creep through crannies and over dangerous steeps until reaching the north-west side of the rock, where the eye is suddenly relieved by a sloping grove of wild figtrees. Commodore Hood, finding that vessels frequently eluded him by passing between the Diamond Rock and the mainland, determined to take possession of and fortify it, making it at the same time a sort of depot or stationary ship of war, from whence boats could be detached to harass the enemy's trade.

In the month of January a landing was effected, and in an inconceivably short space of time, but after a work of unparalleled labour, five of the *Centaur's* guns—three 24 and two 18-pounders—were mounted on different parts of this stupendous castle. One of the 24-pounders, fitted upon a circular carriage, commanded the landing-place, ranging almost to the Bay of Marin; another was mounted upon the north-east side, and the third 24-pounder half-way up the rock. Upon the summit, which commands an extensive range, the 18-pounders were placed. The rock being thus fortified, and a sufficient store of ammunition supplied, Lieutenant James Wilkes Maurice, of the *Centaur*, with the rank of commander, and a crew of 120 men and boys, for which a four months' supply of provisions and water was landed, hoisted his pendant on the "British sloop of war Diamond Rock."

On the evening of the 3rd of February, four of the *Centaur's* boats, containing sixty seamen and twelve marines, under the orders of Lieutenant Robert Carthew Reynolds, were sent to attempt the capture of the French 16-gun brig *Curieux*, Captain Cordier, lying at anchor near the entrance of Fort Royal, Martinique. Every precaution had been adopted to prevent

a surprise, and at about 1h. a.m. on the 4th, the *Centaur's* boats, on their approach, were hailed by the *Curieux*, and some guns and musketry discharged. The British marines quickly returned the fire, and the boats having got alongside, attempted to board. Lieutenant Reynolds, finding the brig's boarding-netting triced up fore and aft, which he was unable to surmount, dropped astern, but in defiance of a galling fire of musketry and swivels, at length succeeded with his crew in getting on board.

After a very determined resistance the *Curieux* was carried, and her cables being cut, she stood out of Fort Royal harbour, under a heavy fire from the batteries at the entrance. Lieutenants Reynolds and George E. B. Bettesworth, John Treacy, midshipman, and six seamen, were wounded; but Lieutenant Reynolds was severely injured. This gallant officer, who was promoted and appointed to command the prize, did not survive to enjoy the honours he had won. The *Curieux's* loss, out of a crew of seventy men, amounted to ten killed and thirty wounded, including all but one of her officers. Swords, value fifty guineas, were voted by the Patriotic Fund to Lieutenants Reynolds and Bettesworth; and the naval medal has been recently granted to the survivors.

On the 31st of January, the India fleet, of sixteen sail of first-class ships, sailed from China for Europe. The ships were from 1200 to 1500 tons, mounting thirty or thirty-six guns, with crews averaging 100 men each, exclusive of Indian sailors. But although armed with thirty guns, few, if any, of the ships were calculated to contend with a corvette, for their ports were so small, that the guns could only be fired at an object immediately abeam, and these were short 18-pounders, not much more effective than carronades of the same calibre; in fact, the armament of the Indian ships served only to deter small privateers and piratical Malays from attacking them. But their appearance was very warlike; for being lofty ships, well-rigged and painted, with two tiers of ports, they, at a distance, might easily have been taken for line of battle ships; and, as we have already seen, a large French frigate was so misled by this appearance as to strike to one without firing a shot. There were also eleven country ships, two other merchant ships, and the Company's armed brig *Ganges*.

On the 14th of February, at 8h. a.m., the fleet being off Pulo Auro, discovered four strange sail to leeward, bearing south-west; and Captain Dance, who, as the senior captain, hoisted a commodore's broad pendant, directed the *Alfred*, *Royal George*, *Bombay Castle*, and *Hope*, to bear up and reconnoitre the strangers. The *Ganges* also stood towards the strangers, which in a short time were made out to be a squadron of one line of battle ship, three frigates, and a brig. These

composed Rear-Admiral Linois' squadron, and were the 74-gun ship *Marengo*, 40-gun frigate *Belle Poule*, 36-gun frigate *Sémillante*, 22-gun corvette *Berceau*, and 16-gun brig *Aventurier*. This squadron had sailed from Batavia purposely to intercept the China fleet, and on perceiving the British ships, hauled close to the wind and made sail towards them.

Having recalled his ships, Commodore Dance made the signal for a line of battle in close order, steering their proper course under easy sail, and by nightfall the French squadron was on the weather quarter of the British fleet. Commodore Dance disposed his ships in the best possible order for defence, placing the country ships on the lee bow of the armed ships; and then hove to for the night and hoisting lights boldly awaited the approach of the enemy. The French admiral, however, appeared little inclined to attack, probably fearing that among the East-India ships were ships of war; and consequently at daylight on the following morning the French squadron was about three miles to windward, also lying to. Commodore Dance observing, at 9h. a.m., that the French made no hostile demonstration, filled and made sail on the starboard tack, and hoisted his colours, upon which the French squadron edged off the wind, and stood towards the British.

At 1h. p.m., observing that the intention of the French admiral was to cut off the rear of the British, Commodore Dance made the signal for his fleet to tack in succession, and to edge off the wind to windward of the British rear, and engage the enemy on arriving up. This skilful manœuvre was performed with the correctness of a well-disciplined fleet, the *Royal George* leading, followed closely by the *Ganges*, *Earl Camden*, *Warley*, *Alfred* and others. In this manner the British ships, with a light air of wind and topgallant-sails set, approached the enemy. At 1h. 15m. the *Marengo* opened fire upon the *Royal George* and *Ganges*, which the latter returned in a very spirited manner. The *Royal George* was engaged nearly forty minutes; the *Ganges* and other ships were also engaged as they arrived up, but for a shorter period than the *Royal George*; and after the action had lasted forty-three minutes, the *Marengo* and consorts ceased firing, hauled to the wind, and made sail away. Commodore Dance immediately made the signal for a general chase, but without any prospect of success; it, however, had the effect of scaring away the French admiral from the rich booty which a perseverance in the attack must have put into his possession.

The *Royal George*, in her gallant encounter, had only one man killed and one wounded; but several shot had struck her hull, and her sails and rigging were much cut. No other ship received any material damage, and the French squadron none.

If ever a French admiral was frightened from his prey it was Linois; but it was only the great skill and bold front which Dance so wisely maintained throughout that preserved every ship from capture.

On the 23rd of March, the 18-gun ship-sloop *Osprey*, Commander George Younghusband, cruising on the Windward Island station, chased the French 12-pounder 36-gun privateer *Egyptienne*, and arriving within hail commenced an action, which was continued with the utmost gallantry for one hour and twenty minutes, when the *Egyptienne* sheered off, and before dark was out of sight. The *Osprey* had one man killed and sixteen wounded. The privateer, out of 248 men and boys, had eight killed and nineteen wounded. Two days afterwards the *Egyptienne* was chased by the 12-pounder 14-gun ship-sloop *Hippomenes*, Commander Conway Shipley, and after a pursuit of fifty-four hours, and a running fight of three hours and twenty minutes, hauled down her colours and was taken possession of. On board the *Hippomenes*, John Lloyd, master's mate, was wounded. The *Egyptienne* had formerly been the national frigate *Railleuse*, and measured 850 tons. Captain Shipley, with his accustomed liberality, stated in his official account of the capture, that he attributed his easy victory to the dread entertained on board the *Egyptienne* of being as severely beaten as she had previously been by the *Osprey*. Both commanders were deservedly noticed by the Patriotic Fund, and a sword of the value of 100 guineas presented to each.

On the 28th of March, the 18-gun brig *Scorpion*, Commander George Nicholas Hardinge, cruising off the Dutch coast, discovered two brig-corvettes lying in the Vlie Passage, at the entrance of the Texel. On the 31st, the 14-gun sloop *Beaver*, Commander Charles Pelly, joined company, and it was decided on to attempt the cutting out one of the brigs. Accordingly, at 9h. 30m. p.m., five boats, containing sixty officers and men, headed by the two commanders, quitted the *Scorpion*. About half-past ten they got alongside the outermost, which was the Dutch national brig *Atalante*, mounting sixteen long 12-pounders, with a crew of seventy-six men, and fully prepared for defence, having her boarding-nettings triced up.

Commander Hardinge was the first man on her deck, but was quickly supported by his boats' crews. The impetuosity of the assault was such that many of the Dutch crew ran below; those who remained, however, fought desperately, and did not surrender until the captain and three seamen were killed and three officers and eight seamen wounded. Lieutenant Buckland S. Bluett, Woodford Williams, master, Edmund Jones, midshipman, and two seamen, all of the *Scorpion*, were

wounded. A heavy gale coming on the next morning, the British were obliged to remain forty-eight hours before they could weigh; but at length, after three days' perseverance in the intricate channel, the *Atalante* was brought off. Captain Hardinge was for his gallantry posted into the *Proselyte*, and Lieutenant Bluett made a commander. Swords, each of 100 guineas' value, were presented by the Patriotic Fund to Commanders Hardinge and Pelly, and of fifty guineas' value to Lieutenants Bluett, William Shields, and Edward White. Robert Fair, master of the *Beaver*, and James Puckingham (or Polkinghorn), master's mate, were similarly noticed for their gallantry. This is a naval medal action.

On the 8th of May, the 18-gun brig *Vincego*, Commander John Westley Wright, lying becalmed at the entrance of the Morbihan, on the coast of Bretagne, and while endeavouring to sweep out against the current, was attacked by a French flotilla, commanded by Lieutenant Tournour, consisting of six brigs, each mounting two long 18 and one 24-pounder, with seventy men; six luggers, mounting each two 18-pounders, with from forty to fifty men; and five luggers, each armed with a brass 36 lb. howitzer, and from twenty to thirty men; total, thirty-five guns, and 700 men. At 8h. 30m. a.m., the gun-vessels opened their fire, gaining rapidly on the *Vincego*. At 9h. 30m. the brig opened her broadside upon her numerous and powerful foes, which she continued to engage nearly two hours within musket-shot. By this time the *Vincego* was very much disabled aloft, had three guns dismounted, and out of fifty-one men and twenty-four boys two were killed and twelve wounded, including the captain. Finding further resistance unavailing, the British colours were hauled down.

On the 26th of August, a flotilla of sixty brigs and upwards of thirty luggers was attacked off Cape Grinez by the *Immortalité* frigate, Commodore Owen; 18-gun brig *Harpy*, Commander Edmund Heywood; 12-gun brig *Adder*, Lieutenant George Wood; and *Constitution* cutter, Lieutenant J. S. A. Denis, within shot of their numerous batteries. Several gun-vessels ran ashore, and the remainder bore up for Boulogne. The *Constitution* was sunk by a shell, and one seaman killed and six wounded was the total loss of the British squadron. This action was performed in sight of Napoleon, to whose hopes for an invasion of England by means of the flotilla this defeat was a heavy blow.

On the 3rd of October, a squadron, consisting of the 44-gun frigate *Indefatigable*, Captain Graham Moore; 32-gun frigates *Medusa* and *Amphion*, Captains John Gore and Samuel Sutton; and 38-gun frigate *Lively*, Captain Graham E. Hamond, were despatched off the coast of Spain, to intercept a Spanish



ATTACKING THE SPANISH SQUADRON FROM MONTE VIDEO.

squadron expected from Monte Video, laden with treasure. On the 5th of October, at 6h. a.m., being off Cape Santa maria, with the wind from north-east, the Medusa discovered four sail to leeward, to which chase was immediately given; and at 8h. a.m. the strangers, which were the Medea, of forty guns, Rear-Admiral Bustamente, and 34-gun frigates Fama, Clara, and Mercedes, formed the line of battle ahead on the larboard tack in the following order:—Fama, Medea, Mercedes, Clara.

At 9h. 15m. the Medusa arrived within pistol-shot on the weather beam of the leading ship, the Indefatigable, Amphion, and Lively taking their stations to windward of the Spaniards; but the Amphion ran to leeward of the Mercedes. The Indefatigable having fired a shot across the Medea, the Spanish ship hove to, and Captain Moore sent a boat alongside with Lieutenant Thomas Arscott, to explain to the admiral the nature of his orders, and to express a hope that their execution might be unattended with bloodshed; but an unsatisfactory reply was returned. A shot was then fired from the Indefatigable ahead of the Medea, and the Indefatigable ran down upon her weather bow. The Mercedes, upon this, fired into the Amphion, and the Medea into the Indefatigable.

The signal was then made for close action, and after nine minutes' smart firing, the Mercedes took fire and blew up. The Fama having been closely engaged by the Medusa, struck her colours, but rehoisted them, and endeavoured to escape. In a few minutes the Medea and Clara surrendered, and the Lively having joined the Medusa in the pursuit of the Fama, the latter, after receiving a few shot from the Lively, hauled down her colours. The loss of the British squadron amounted to two men killed and seven wounded. The Medea had two killed, and ten wounded; the Fama, eleven killed and fifty wounded; and the Clara, seven killed and twenty wounded. The Mercedes sank with the whole of her crew and passengers, except the second captain and about forty men, who were taken off a part of the wreck. The prizes were very valuable.

Numerous other minor actions took place this year, mostly to the advantage of the British ships.

CHAPTER XXIV.

1805.

WAR WITH SPAIN—NELSON PURSUING THE FRENCH FLEET—ACTION NEAR MALTA—BATTLE BETWEEN THE FLEETS OF ADMIRAL CALDER AND ADMIRAL VILLENEUVE—THE FRENCH FLOTILLAS FOR INVASION OF ENGLAND—ACTION WITH THE ROCHEFORT SQUADRON.

THE capture of the Spanish frigates, just related, was made the plea for a declaration of war. This declaration was signed

at Madrid, on the 12th of December, 1804, but it is more than probable that it would have been issued had the attack on the Spanish ships not been made. The Spaniards possessed extensive fleets in Ferrol, Cadiz, and Carthagena, and their intention was to unite these with the Rochefort, Brest, and Toulon fleets, and, in conjunction with the invasion flotilla, annihilate England. Thanks to the valour and ability of a Nelson, and to the wooden bulwarks of England, their plans were frustrated. The force which Spain placed at the disposal of the French was thirty-seven large sail of the line, manned and ready for sea at a moment's notice.

In the month of July, Vice-Admiral Sir Robert Calder was cruising off Cape Finisterre, in the hope of intercepting the Franco-Spanish fleet, on its return from the West Indies. Sir Robert's fleet consisted of fifteen sail of the line, which ships had formed the squadrons blockading Rochefort and Ferrol.

On the 19th, Sir Robert Calder received a copy of Lord Nelson's despatch, stating that the French fleet had quitted the West Indies, and was probably on its way to Europe; and on the 22nd, in the forenoon, the combined fleet, with a recaptured galleon, was discovered to windward by the *Defiance* and *Sirius*, coming down before a light breeze from north-west. Sir Robert immediately made the signal to prepare for battle. At noon, Ferrol bearing east-south-east, distant forty-nine leagues, and Cape Finisterre south-east, distant thirty-nine leagues, the signal was made to form the line; and at 1h. 15m. p.m. for close order.

The British ships on the starboard tack were thus formed:—*Hero*, *Ajax*, *Triumph*, *Barfleur*, *Agamemnon*, *Windsor Castle*, *Defiance*, *Prince of Wales*, *Repulse*, *Raisonné*, *Dragon*, *Glory*, *Warrior*, *Thunderer*, *Malta*. Most ships had top-gallant-sails set, and all except the *Dragon* (which was to leeward, and carrying sail to get into her station) had their courses hauled up. The combined fleet also hauled up on the starboard tack, and formed in line of battle thus:—*Argonauta*, *Terrible*, *America*, *España*, *San Rafaël*, *Firme*, *Pluton*, *Mont Blanc*, *Atlas*, *Berwick*, *Neptune*, *Bucentaure*, *Formidable*, *Intrépide*, *Scipion*, *Swiftsure*, *Indomptable*, *Aigle*, *Achille*, *Algésiras*.

A thick fog occasionally veiled the two fleets from each other's view, and this, with the light air of wind, prevented Sir Robert from effecting any very decisive movement. At 3h. 20m. p.m. he made the signal to engage, and at 3h. 22m. to tack in succession; and (probably observing that the enemy had tacked), at 3h. 26m. the signal was made for the leading division to make all sail and steer south-west. At 4h. 20m., being abreast the enemy's rear, the signal was again made to tack in succession, and about the same time the signal to tack

was made by Villeneuve, but the fog which prevailed concealed this evolution from the British admiral. The fleets were three miles apart, when the enemy wore, in consequence of the *Sirene* (which ship had the galleon in tow) making signals, by firing guns in quick succession, that the rear was in danger of being cut off.

This signal was principally occasioned by the bold approach of the *Sirius*, which, having by tacking reached the wake of the enemy, tacked again with the intention of boarding the galleon. While making preparation to effect this object, Captain Prowse discovered through the haze the *Argonauta* on the starboard tack, with the wind nearly abeam, and the *Sirius* accordingly bore up to avoid being cut off by the enemy's line, which was perceived approaching. The *Argonauta*, *Terrible*, and *America* passed the British frigate without firing; but by the time she had got abreast the *España*, which was at about 5h. 15m., the *Hero*, the van ship of the British, then with royals set, hove in stays, and came round on the starboard tack. Instantly the Spanish ships, which also had royals and courses set, hoisted their colours and commenced the action, the *Argonauta* firing her larboard guns at the *Hero*, and the *España* at the *Sirius*, which latter ship had two men killed and three wounded.

At 5h. 20m. the *Hero* opened her fire, and at 5h. 45m. the *Ajax* tacked astern of the *Hero*, but instead of seconding Captain Gardner in his gallant attack, bore away to speak the admiral. The ships astern of the *Hero* also tacked in succession, and by 6h. the action became pretty general, though distant, and not very effective, for the fog was so thick that it was impossible to distinguish any object much beyond a ship's length, and in the confusion thus occasioned, several ships in both fleets had to contend with more than one opponent. The *San Rafaël*, *Firme*, and *España*, having dropped somewhat to leeward, became very much exposed to the fire of the British; but the *Pluton*—the *Firme*'s second astern—gallantly bore up, and for some time covered the Spanish ship; but being too powerfully opposed by the leading British ships, the *Pluton* with some difficulty regained her station. Being, however, supported by the *Mont Blanc* and *Atlas*, the *Pluton* again bore up, and the *España* was preserved from capture.

The *Atlas* suffered severely in this affair, and, but for the assistance of the *Neptune*, would have been in jeopardy. About 8h. the *Firme*, having lost her main and mizen masts, struck, and, in a few minutes afterwards the *Rafaël*, with her main-topmast shot away, also surrendered. At 8h. 25m. the combined fleet was barely within gunshot to windward, and the British ships being much scattered, Sir Robert Calder made the night signal to discontinue the action; but, as very few

ships could distinguish the signal, the firing did not cease until 9h. 30m. The British ships soon afterwards brought to upon the starboard tack to repair their damages.

The loss sustained by the British fleet amounted to forty-one killed and 162 wounded. No ship, except the Windsor Castle and Agamemnon, lost a mast. The loss in the combined fleet amounted to 476 in killed and wounded, and a few of their ships had received some trifling damage in masts and yards.

At daybreak on the 23rd, the two fleets were about seventeen miles apart, reckoning from the centre of each, but the weather was still so hazy that the enemy was only occasionally seen by a few ships. The British fleet was on the starboard, and the enemy was on the larboard tack, with a light breeze from north-west by west. About five miles to windward of the main body of the British were the *Barfleur*, *Triumph*, *Hero*, and *Agamemnon*; and six miles to windward of these the leewardmost ships of the combined fleet, consisting of four sail of the line and some frigates; to windward of which, distant about five or six miles, was the main body of the combined fleet. About five miles to leeward of the *Prince of Wales* was the *Windsor Castle*, with fore-topmast and part of the head of her foremast gone, in tow of the *Dragon*, and still further to leeward the *Malta*, *Thunderer*, and prizes, all of which were out of sight of the admiral. It of course became necessary for Sir Robert Calder to collect his fleet into something like order, and this could only be done by bearing up to close the ships to leeward. Having effected this in some measure, at 9h. a.m., the fleet hauled to the wind on the larboard tack, keeping between the enemy and the disabled ships. The *San Rafaël* and *Firme*, both by this time totally dismasted, were in tow of the frigates *Sirius* and *Egyptienne*.

Light variable airs prevailed throughout the 23rd and 24th, which must have rendered useless any effort to renew the action. With a fleet manifestly inferior, previously by five, but now by three sail of the line (or, taking the disabled state of the *Windsor Castle* into the calculation, four sail), within a few hours' sail of powerful fleets in Ferrol and Rochefort, which Sir Robert had been only recently blockading, an old and well-tried officer ought not to have been condemned for not destroying his trophies, and with fourteen sail of the line, rashly chase a superior fleet. But such was the expectation and popular excitement of the period that nothing short of a complete victory would suffice. The two prizes to the fleet arrived at Plymouth on the 31st of July. They were purchased into the navy, but, being old ships, were never fitted for sea.

During the summer of this year, actions between the block-

ading squadron, under Commodore Edward C. W. R. Owen, and the Boulogne flotilla were of daily occurrence. The untiring energy, skill, and intrepidity displayed by the British commodore, did much towards disappointing the expectations of Napoleon; and served to convince him of the absolute necessity for a line-of-battle fleet to convoy his flotilla.

The prames and gun-vessels at this time in Boulogne, comprising the invasion flotilla, numbered 578, and 526 transports. The vessels at the ports of Ambleteuse, Calais, Dunkirk, and Ostend, amounted to 1339 armed, and 954 unarmed vessels, making a total of 2293, intended to carry 163,645 men, including 16,783 sailors, and 9059 horses. But for the successful exertions of the navy, no reasonable doubt can exist that an invasion of the most formidable kind would have taken place.

On the 25th of September, in latitude 49° 30' N., long. 9° W., Rear-Admiral Allemand, with the Rochefort squadron, consisting of the 120-gun ship *Majesteux*, 74-gun ships *Magnanime*, *Jemappes*, *Suffren*, and *Lion*, and frigates *Armide*, *Gloire*, and *Thetis*, fell in with the 54-gun ship *Calcutta*, Captain Daniel Woodriff, having under convoy the *Indus* East-India ship, three whalers, and two other ships, from St. Helena, homeward bound. At daylight on the 26th the *Calcutta* made the private signal, which being unanswered, Captain Woodriff hailed the *Indus*, and directed her to make all sail ahead with the convoy, while the *Calcutta* stood towards the French frigate *Armide*, then upon her starboard bow, and in chase of the merchant ships.

At 3h. p.m. the *Armide* fired her stern-chasers, and received in return the bow guns of the *Calcutta*; soon afterwards the French frigate shortened sail, and allowed the *Calcutta* to get abreast of her; but after an hour's firing the *Armide* hauled off out of gunshot to repair her damages. This action with the *Armide* drew the whole squadron in chase of the *Calcutta*, and at 5h. the *Magnanime* opened her fire upon the British ship, still running under all sail to the southward before a light air of wind. Finding that the *Magnanime* was alone and far ahead of her consorts, except the 40-gun frigate *Thetis*, which was on her larboard quarter, Captain Woodriff resolved, as the only chance of escape left, to endeavour to disable the ship. The *Calcutta*'s helm was accordingly ported, and she being quickly within pistol-shot, commenced the action. In three-quarters of an hour the *Calcutta* was completely unrigged and unmanageable, and the remainder of the French squadron rapidly approaching, her colours were hauled down.

Out of 343 men and boys, the *Calcutta* had six men killed and six wounded; but she was so much disabled in her masts and rigging that the French were obliged to keep her in tow

two days before they could make any sail upon her. This delay, and the direction in which Captain Woodriff had purposely drawn the squadron, enabled the ships under his charge to get away, and also preserved the 74-gun ship *Illustrious* and a convoy from Antigua of 200 sail from falling in with the enemy. The conduct of Captain Woodriff was most masterly and gallant, and obtained for him unbounded approbation. He was, of course, tried for the loss of his ship, but most honourably acquitted.

CHAPTER XXV.

1805.

THE BATTLE OF TRAFALGAR—THE DEATH OF NELSON.

VICE-ADMIRAL VILLENEUVE, whose cruise to the West Indies and action with Sir Robert Calder we have just recorded, at length reached Cadiz; but Napoleon was so dissatisfied with his conduct that Vice-Admiral Rosily was appointed to supersede him in the command.

From the 22nd of August until the 28th of September, Vice-Admiral Collingwood had been blockading Cadiz with eighteen sail of the line, when Lord Nelson joined, in his old ship, the *Victory*. The *Euryalus* had been previously sent ahead to apprise Collingwood of Nelson's approach, and with orders not to salute or hoist the colours, by which the enemy might be apprised of the arrival of a reinforcement. Some other ships having also joined, the fleet amounted to twenty-seven sail of the line, a squadron of five sail of which, under Rear-Admiral Louis, was stationed close to the harbour of Cadiz, while the main body cruised about fifteen miles to the westward. But Nelson, considering that by withdrawing his ships to the distance of sixteen or eighteen leagues from the land, the French admiral, ignorant of the British strength, might venture to put to sea, reduced the inshore squadron to the *Hydra* and *Euryalus*, and outside of them, at a convenient distance for signalling, stationed four sail of the line.

On the 1st of October, the *Euryalus* reconnoitred the port of Cadiz, and discovered in the outer harbour eighteen French and sixteen Spanish ships of the line, apparently ready for sea. Between the 9th and 13th, the *Royal Sovereign*, *Belleisle*, *Africa*, and *Agamemnon*, joined the British fleet; but five sail, under Rear-Admiral Louis, having been despatched to Gibraltar for provisions and water, the number was again reduced to twenty-seven sail. Since the 10th the enemy's fleet had moved towards the entrance of the harbour, and evinced a disposition to put to sea. From the 10th to the 17th the wind continued to blow fresh from the westward, which prevented them; but,

on the 17th, at midnight, the wind shifted to the eastward. On Saturday, the 19th, at 7h. a.m., the combined fleet weighed, by signal from the commander-in-chief, with a light breeze from the northward.

Owing to the lightness of the wind, however, only twelve ships got out, and these lay becalmed until the afternoon, when a breeze sprang up from the westward, and this division of the enemy stood to the northward, closely watched by the *Euryalus* and *Sirius*, which immediately signalled the cheering news to the British fleet. A most remarkable instance of what might almost be termed *second sight* in Lord Nelson is recorded. On this morning Lord Nelson was more than usually anxious, and he came on deck under the full impression that the enemy's fleet had put to sea. No signal to that effect had then been made by the look-out frigates, but his lordship persisted in his belief that such a signal was flying. Both the signal-lieutenant and Captain Hardy went to the masthead with their glasses to ascertain whether any such signal was out, but were unable to discover anything leading them to suppose that such was the case. About an hour afterwards a signal gun announced that the enemy had put to sea.

At daylight, on the 20th, the remainder of the enemy's fleet put to sea with a breeze from the south-east; but had scarcely cleared the harbour when the wind changed to south-west, attended with thick weather. At 2h. p.m. the wind shifted to west-north-west, and the weather cleared up. Villeneuve continued in command of the fleet, his successor not having arrived, having under him the Spanish Vice-Admiral D'Alava and Rear-Admiral Dumanoir; and the second part of the fleet, or reserve, was divided into two squadrons of six ships each; the first under the Spanish Admiral Gravina, and the second commanded by Rear-Admiral Magon. One of the advanced frigates having made the signal for eighteen sail of British ships, the combined fleet, then on the larboard tack, cleared for action, and at 5h. p.m. tacked and stood towards the straits. At 7h. 30m. the *Aigle* signalled eighteen sail to the southward, and shortly afterwards the combined fleet wore, and stood to the north-west.

A little before daybreak on the 21st, finding that the British were to windward, the French admiral directed the three columns of the line of battle, in which the fleet was formed, to draw, without regard to priority of rank among the ships, into a close line of battle on the starboard tack, and to steer south-west. At daylight the two fleets were in sight of each other, about twelve miles apart, the centre of the combined fleet bearing about east by south from the centre of the British, the wind being light from the west-north-west, accompanied by

a long ground swell. At 6h. a.m. the combined fleet was distinctly seen from the decks of the British ships, the Victory being at this time distant from Cape Trafalgar about seven leagues.

At 6h. 40m. Lord Nelson made the signals to form the order of sailing in two columns and prepare for battle, and in a few minutes afterwards to bear up. At 8h. 30m. Villeneuve made the signal for his fleet to wear and form a line in close order on the larboard tack; but, owing to the light air of wind and the great swell, it was not until 10h. that this movement was accomplished, and even then the line, if such it could be called, was very irregularly formed; so much so, that it was nearly in the shape of a crescent, and, instead of the ships being in line ahead, some were at a distance to leeward, and others to windward of their proper stations. For the most part the ships were two, and, in some cases, three abreast; and they were generally under topsails and top-gallant-sails, with main-topsails to their masts.

The following is a statement of the ships in both fleets, in the relative order in which they went into action:—

BRITISH FLEET.

WEATHER DIVISION.

Guns.	Ships.	
100	Victory	{ Vice-Admiral Lord Nelson (white) Captain Thomas Masterman Hardy
98	{ Téméraire.....	„ Eliab Harvey
	{ Neptune.....	„ Thomas F. Fremantle
74	{ Leviathan.....	„ Henry W. Bayntun
	{ Conqueror.....	„ Israel Pellew
100	Britannia.....	{ Rear-Admiral Earl of Northesk (white) Captain Charles Bullen
64	{ Agamemnon.....	„ Sir Edward Berry
	{ Africa.....	„ Henry Digby
	{ Ajax.....	„ John Pilfold (acting)
74	{ Orion.....	„ Edward Codrington
	{ Minotaur.....	„ Charles J. M. Mansfield
	{ Spartiate.....	„ Sir Francis Laforey
38	{ Euryalus.....	„ Hon. Henry Blackwood
	{ Naiad.....	„ Thomas Dundas
	Pickle schooner	Lieut. John R. Lapenotiere

LEE DIVISION.

100	Royal Sovereign	{ Vice-Admiral Cuthbert Collingwood (blue) Captain Edward Rotheram
74	{ Belleisle.....	„ William Hargood
	{ Mars.....	„ George Duff
80	Tonnant.....	„ Charles Tyler
	{ Bellerophon.....	„ John Cooke
74	{ Colossus.....	„ James Nicoll Morris
	{ Achilles.....	„ Richard King

Guns.	Ships.	
98	<i>Dreadnought</i>	Captain John Conn
64	<i>Polyphemus</i>	„ Robert Redmill
	<i>Revenge</i>	„ Robert Moorsom
	<i>Swiftsure</i>	„ George Rutherford
74	<i>Defiance</i>	„ Philip C. C. H. Durham
	<i>Thunderer</i>	„ John Stockham (acting)
	<i>Defence</i>	„ George Hope
98	<i>Prince</i>	„ Richard Grindall
36	<i>Phœbe</i>	„ Hon. Thos. Bladen Capel
	<i>Sirius</i>	„ William Prowse
	Entreprenante cutter Lieut. John Purver	

The names of the ships of the combined fleet, the Spanish being in *italics*, were as follows, commencing with the north-westernmost:—

Guns.	Ships.	Guns.	Ships.
	<i>Neptuno</i>	112	<i>Santa Ana</i> (flag)
74	<i>Scipion</i>		<i>Fougueux</i>
	<i>Intrépide</i>		<i>Monarca</i>
100	<i>Rayo</i>		<i>Pluton</i>
80	<i>Formidable</i> (flag)		<i>Algésiras</i> (flag)
	<i>Duguay Trouin</i>	74	<i>Bahama</i>
	<i>Mont Blanc</i>		<i>Aigle</i>
74	<i>San Francisco de Asis</i>		<i>Swiftsure</i>
	<i>San Augustin</i>		<i>Argonaute</i>
	<i>Héros</i>		<i>Montanez</i>
130	<i>Santisima Trinidad</i> (flag)	80	<i>Argonauta</i>
80	<i>Bucentaure</i>		<i>Berwick</i>
	<i>Neptune</i>	74	<i>San Juan Nepomuceno</i>
64	<i>San Leandro</i>		<i>San Ildefonso</i>
74	<i>Redoutable</i>		<i>Achille</i>
	<i>San Justo</i>	112	<i>Principe de Asturias</i> (flag)
80	<i>Indomptable</i>		

The wind was so light that although the British ships had studding-sails on both sides, they did not go more than two knots an hour, and scarcely that, and while the fleet was thus slowly nearing the enemy, Lord Nelson visited the different decks of the *Victory*, cautioning the men not to fire without being sure of their object.

Thinking that the *Victory*, as the flag-ship and leader of the column, would draw the principal attention of the enemy's fire, it was proposed to Nelson, by Captain Blackwood, that the *Téméraire* should go ahead of her; and to this proposal Lord Nelson replied, "Oh, yes! let her go ahead"; but, at the same time, had no intention of allowing her; nor would he permit an inch of canvas to be taken in. The *Victory* continued, therefore, to lead the column, closely hugged by the *Téméraire*.

Apprehensive that the enemy might run for Cadiz, then at no great distance under their lee, Nelson telegraphed to Collingwood, "I intend to pass through the van of the enemy's line, to prevent him from getting into Cadiz." At 11h. 40m. a.m. Lord Nelson ordered his last and never-to-be-forgotten

telegraphic signal to be made, "ENGLAND EXPECTS THAT EVERY MAN WILL DO HIS DUTY," and the purport of this signal having been communicated to the men at their quarters, it was greeted with three hearty cheers, and excited the most lively enthusiasm among officers and men.

The Fougueux, the ship next astern to the Santa Ana, about ten minutes before noon, fired a shot to try the range of her guns; upon which the Victory and all the British ships hoisted their colours. Both divisions of the fleet wore the St. George's ensign, the better to distinguish them from the enemy, together with a union-jack on the fore-topmast stay, and many on the main-topmast stay also.

Shortly afterwards the combined fleets hoisted their colours, and the Santa Ana, with several ships ahead and astern, commenced a heavy fire upon the Royal Sovereign, then bearing from the Victory south-east two miles, and from the Belleisle east by north, distant about a quarter of a mile. At ten minutes past noon, the Royal Sovereign commenced the action by passing close under the stern of the Santa Ana, discharging every gun of her larboard broadside as it came to bear; then luffing round, she took up her station on the starboard bow of her opponent. In breaking through the line the Royal Sovereign fired her starboard broadside into the Fougueux.

The feelings of the two noble admirals almost at the same moment found utterance. Collingwood, as his ship was thus gallantly commencing the fight, observed to Captain Rotheram, "What would Nelson give to be here!" and at the same instant Nelson, observing his friend in his enviable position, exclaimed, "See how nobly Collingwood carries his ship into action."

The Royal Sovereign, while closely engaging the Spanish three-decker, was raked distantly by the San Leandro ahead, Fougueux on her quarter, and the San Justo and Indomptable also fired at her with some effect, until succeeding ships engaged their more particular attention. The Santa Ana lost her mizen-topmast about five minutes afterwards, just as the Belleisle, with a well-directed broadside, raked her with full effect, and at 1h. 20m. p.m. her three masts fell over the side. At 2h. 10m. the Santa Ana struck her colours, having, with the exception of the broadside from the Belleisle, been exclusively engaged by the Royal Sovereign. Just at this latter period the mizenmast of the Royal Sovereign came down, and soon afterwards the mainmast fell over the starboard side, tearing off two lower-deck ports. The foremast was also badly wounded, and having been stripped of a great part of the lower rigging, was left in a tottering state.

After having for twenty minutes sustained the tremendous fire opened upon her by the rear of the combined fleet, which,

from its irregular form, brought the sternmost ships of the enemy abaft her beam, and having her mizen-topmast over the larboard quarter, her sails in ribands, and more than fifty killed and wounded, the Belleisle, with the remains of studding sails, lower and aloft, ranged close under the stern of the Santa Ana at about quarter past noon. After firing her larboard guns double shotted into that ship, and returning the fire of the Fougueux and Monarca with her starboard broadside, the Belleisle steered for the Indomptable, which latter ship, to avoid her fire, put her helm up, and, after a few broadsides, bore away to the south-east.

In the meanwhile the Belleisle was engaged distantly by the San Juan Nepomuceno, on her starboard beam, and at forty-five minutes past noon her main-topmast was shot away. As the enemy's rear ships were now pressing forward, the Belleisle's situation became very critical. The Fougueux ranged up on her starboard side, striking her on the gangway with her larboard bow, rolling at the same time with her foreyard over the British ship's quarter-deck. These two ships then became warmly engaged, and in ten minutes the Belleisle's mizenmast was shot away, about six feet above the deck, the wreck falling over the larboard quarter. Ten minutes afterwards the Fougueux dropped astern, and hauled to the northward, where we shall again have occasion to notice her.

At 1h. 30m. the Achille came down under the stern of the Belleisle, then lying unmanageable, with her head to the eastward, and, having taken her station on the larboard quarter, opened her fire. To this no return could be made, in consequence of the wreck of the mizenmast, which masked the Belleisle's after-guns. The Aigle, having replaced the San Juan, was cannonading the Belleisle on the starboard side; and the San Justo and Leandro, in crossing her bows, to join Gravina, in the rear, opened a passing fire. Thus, surrounded by enemies, the Belleisle, at 2h. 10m., lost her mainmast close to the deck, which fell aft on the larboard side of the poop, while the wreck of the topmast, with the yards and sails, hung over the starboard side. At 3h. 30m., an 80-gun ship, supposed to have been the French Neptune (driven from her position on the bows of the Victory by the Téméraire), placed herself on the starboard bow of the Belleisle; and, at 2h. 45m., the foremast and bowsprit of the latter were shot away.

At 3h. 15m. the Polyphemus interposed between the Belleisle and Neptune, the Aigle became engaged by the Defiance, and at 3h. 25m. the Swiftsure passed under the Belleisle's stern, and, manning her rigging, gave the gallant ship three cheers, and took off the fire of the Achille. An ensign lashed to the topsail-yardarm projecting over the quarter, and a union

jack secured to a boarding-pike and lashed to the stump of her mizenmast, proved that, although dismasted, the *Belleisle* was not subdued; yet, sensible of the valuable assistance thus handsomely rendered, the *Swiftsure's* cheers were warmly responded to.

The *Mars*, in her way down, suffered severely from the raking fire of the *San Juan Nepomuceno*, *Pluton*, *Monarca*, and *Algésiras*. As the *Mars* steered to cut the line between the two first of these ships, the *Pluton*, which was to windward of the *San Juan*, ranged ahead, which induced the *Mars* to avoid being raked by the French ship, to haul up, and endeavour to cross the *San Juan's* bows. In attempting this manœuvre the *Mars* was followed and engaged by the *Pluton*; and having her rigging and sails greatly damaged, she was obliged to come head to wind, to avoid running on board the *Santa Ana*; thus exposing her stern to the raking fire of the *Monarca* and *Algésiras*.

From this dilemma she was relieved by the *Tonnant*. As the *Mars* fell off she became exposed to a heavy fire from the *Fougueux*, and subsequently to a very destructive fire from the *Pluton* also. At about 1h. 15m. Captain Duff, while standing on the break of the quarter-deck, looking over the side, had his head shot off by a cannon-ball from the *Pluton*. The same shot also killed two seamen. The command then devolved upon Lieutenant William Hennah. Other British ships arriving up, the *Fougueux* made off to the northward, in the direction of the *Téméraire*, and the *Pluton* stood to the south-east to join *Gravina*.

The *Tonnant* steered for the bow of the *Algésiras*, which ship was on the lee quarter of the *Monarca*, with her main-topsail to the mast. At forty-five minutes past noon the *Tonnant* passed close under the stern of the *Monarca*, pouring in a raking fire, and then hauling up alongside. The *Spaniard*, after sustaining this fire a short time, dropped astern and struck her colours, but afterwards rehoisted them. The *Algésiras*, filling her main-topsail, then endeavoured to luff across the stern of the *Tonnant*, which ship had by this time lost her fore-topmast and mainyard; but the latter, putting her helm hard a-port, bore round up, and ran the French ship on board, the bowsprit and anchor of the *Algésiras* getting entangled in the *Tonnant's* main rigging.

Whilst thus engaged on the starboard side, the *Tonnant* fired her larboard guns, across the bows of the *Mars*, at the *Pluton* and *San Juan*. At 1h. 40m. Captain Tyler received a severe wound, which obliged him to be taken below, and the command of the ship devolved on Lieutenant John Bedford. At about the same time the *Algésiras* lost her foremast, and the *Tonnant*

her main and mizen-topmasts. The crew of the *Algésiras* now made a resolute attempt to board, but the steady fire of the *Tonnant's* marines defeated it. At 2h. 20m., just as her main and mizen-masts were about to share the fate of the foremast, the *Algésiras* hauled down her colours. Lieutenant Charles Bennett, with Lieutenant of marines Arthur Ball, and about fifty men, then boarded and took possession of the prize.

Just before 3h. the *San Juan* hailed to say that she had surrendered, and Lieutenant Benjamin Clement was sent in the jolly-boat, with two men, to take possession of her; but the boat, being damaged by shot, swamped before she had proceeded half-way. The lieutenant could not swim, and while clinging to the boat a shot struck it upon the quarter. The boat then turned bottom upwards, but Clement continued to hold on while one of his boat's crew swam to the *Tonnant* and returned with a rope, by which means this brave young officer, who had previously been in two general actions, was saved. Having then no boat left, the *Tonnant* could not take possession of the *San Juan*; but that ship was afterwards engaged and secured by the *Dreadnought*. The *Tonnant* fired a few shot at *Dumanoir's* squadron, passing to windward.

About fifty minutes past noon, and five after the *Tonnant* had commenced the action, the *Bellerophon* passed under the stern of the *Monarca*, as she dropped clear of the *Tonnant*. The *Bellerophon's* helm was immediately put hard a-starboard to lay the *Monarca* alongside; but not being sufficiently under command, she ran foul of the *Aigle* (the main-yard of the French ship locking with her fore-yard), and thus became engaged on both sides. The *Montanez*, French *Swiftsure*, and *Bahama*, at the same time, brought their guns to bear on the British ship, and, at about 1h., the *Bellerophon's* main and mizen topmasts fell over the starboard side, causing the sails to take fire from the explosion of the guns. At 1h. 5m. the master, Edward Overton, was killed; and at 1h. 10m. Captain Cooke fell mortally wounded. The command then devolved on Lieutenant Pryce Cumby. The *Montanez*, *Swiftsure*, and *Bahama* soon became engaged by the *Colossus* and succeeding British ships, and, at 1h. 40m., the *Aigle* sheered off, and, as she payed round before the wind, became exposed to a raking fire from the *Bellerophon*. The *Bellerophon* having fired a few shot at the *Monarca*, that ship hauled down her colours, and was taken possession of by a boat from the *Bellerophon*; and, nearly at the same time, the *Bahama* surrendered to the *Colossus*.

The *Colossus*, at 1h. p.m., ran past the starboard side of the French *Swiftsure*, which ship had bore up to avoid being raked, as well as to bring her larboard guns to bear on the

Bellerophon, and, having run a short distance to leeward, the Colossus laid the Argonauta alongside, and, with their yardarms locking, an animated fire was kept up for ten minutes, when the latter fell off and dropped astern, receiving the raking fire of the Colossus into her stern and quarters. The Colossus was also engaged by the Swiftsure on her larboard quarter, and with the Bahama, which lay a little ahead of the Swiftsure, and fired at the Colossus, across the French ship's bows. About 3h., the Swiftsure, having dropped astern, the Colossus was enabled to devote her whole attention to the Bahama, and the mainmast of the latter falling, she showed an English jack to denote surrender.

The Swiftsure, in the meantime, bore up with the intention of passing under the stern of the Colossus; but the latter, wearing round, brought her starboard guns to bear with such effect as to knock away the Swiftsure's mizenmast, and the Orion, passing at the same time, by a broadside brought down her mainmast. The Swiftsure, in this defenceless state, signified to the Colossus that she had surrendered. In hauling up to secure her prizes, the mizenmast of the Colossus went over the side.

The British Achille was only a few minutes after the Colossus. This ship passed under the stern of the Montanez, then luffed up and engaged her to leeward. In less than a quarter of an hour the Montanez sheered off, and the Achille made sail to succour the Belleisle, then lying, as before stated, totally dismasted and surrounded by enemy's ships. But on her way down, the Achille became closely engaged with the Argonauta; and after a warm action of long continuance with this ship, the French Achille edged down on the British ship's quarter, while the Berwick, after engaging the Defence, ranged up on her starboard side. The French Achille then passed on in the direction of the Belleisle. After an hour's action between the British Achille and Berwick, the French colours were hauled down, and the Berwick was taken possession of by a boat from the Achille.

At 2h. p.m. the Dreadnought commenced action with the San Juan, and fifteen minutes afterwards ran the Spanish ship on board, and the latter, after a noble defence, at length surrendered. The San Juan had been previously engaged by the Bellerophon, Defiance, Tonnant, and others. The Dreadnought then opened fire upon the Principe de Asturias, but after a few broadsides the Spanish ship hauled off.

The Polyphemus had yawed to starboard to permit the Dreadnought to advance upon the Principe de Asturias, and then endeavoured to regain her station; but observing the Swiftsure coming up, she also permitted that ship to pass

ahead of her. About 3h. 25m., the British *Swiftsure*, having rounded the *Belleisle*, hauled away to the south-east after the French *Achille*, and, crossing under her stern, took a position to leeward; and the *Polyphemus* having received some injury from the French *Neptune*, whose fire, as before stated, she took from the *Belleisle*, then placed herself on the *Achille*'s weather quarter. In about half an hour the *Achille* had lost her mizen-mast and fore-yard, and having caught fire in the fore-top, ceased firing. The *Polyphemus* then stood towards the *San Ildefonso*, already engaged by the *Defence*, and to which ship she surrendered before the *Polyphemus* could get up. As the *Swiftsure* was hauling off from the *Achille*, the *Prince* bore down between the two ships.

As the *Revenge* was attempting to break the enemy's line, if such it could at this time be called, she passed so close to the *Aigle*, that the jib-boom of the French ship hooked her mizen-topsail, and while thus entangled she poured a very destructive raking fire into the *Aigle*'s bows. The *Revenge*, having forged ahead of the *Aigle*, stood on, and as she hauled up on the larboard tack the *Principe de Asturias* opened fire upon her. The *Revenge* was also fired at by the *Indomptable* and *San Justo*, and continued to be engaged by them, until the *Dreadnought* and *Thunderer* coming up, brought those ships to action. The Spanish three-decker, with the most efficient of her division, soon afterwards bore away towards Cadiz.

About 2h. 30m. the *Defence* commenced action with the *Berwick*, which ship in less than half an hour hauled off, and was engaged by the British *Achille* as before stated. The *Defence* then opened her broadside on the *San Ildefonso*, and after an hour's action compelled the Spanish ship to haul down her colours.

The *Thunderer*, at 3h. p.m., having approached to the assistance of the *Revenge*, crossed the bows of the *Principe de Asturias*, and having at some distance raked her, came to the wind on the starboard tack. The French *Neptune*, in advancing to the assistance of the *Principe*, engaged the *Thunderer* for a short time, when those two ships of the enemy, and some others, made off. The *Principe de Asturias* had been partially engaged by the *Revenge*, *Defiance*, and *Prince*, and she was for some time in action with the *Dreadnought* also. In her various encounters, her masts sustained so much injury that her main and mizen-masts fell during the night.

The *Defiance*, at 3h. p.m., closed with the crippled *Aigle*, and having lashed alongside, a portion of the crew, headed by Lieutenant Thomas Simons, boarded her with very little resistance, and gained possession of the poop and quarter-deck. The party then hauled down the French ensign, and replaced it

with the British; but the assailants were very soon driven from their position by a destructive fire of musketry opened upon them from the forecastle, waist, and tops of the *Aigle*, by which Lieutenant Simons was mortally wounded. The lashings which held the two ships together being cut, the *Defiance* sheered off to pistol-shot distance, and after a well-directed fire of twenty minutes, some one in the *Aigle* hailed to say they surrendered, and she was accordingly taken possession of by a boat from the *Defiance*. The *San Juan Nepomuceno* was also boarded and taken possession of by the *Defiance's* boats; but this ship, having previously surrendered to the *Dreadnought*, Captain Durham sent her captain on board that ship.

Having, for the sake of perspicuity, kept our readers' attention to the lee line, we proceed to narrate the deeds of the weather column, which was led by the immortal Nelson. Perceiving, as he neared the enemy, his old acquaintance the *Santisima Trinidad*, and being unable to discover the flag-ship of the French commander-in-chief, Lord Nelson ordered the *Victory* to be steered for the four-decker, considering that the French admiral was at no great distance from this formidable ship. The event proved the accuracy of his conjecture.

As the *Victory* rolled down at a sluggish pace towards the enemy, every glass was in requisition, in the hope of discovering the ship which the *Victory* was, if possible, to engage. Nelson's anxiety was extreme, and so little did he value the suggestions of caution that he would not permit the hammocks to be stowed higher than usual, because they would have obscured his view of the enemy's ships. And yet his mind was intent at the same time to guard against injury to his ship. The hammocks were, as usual, covered with black painted cloths; but knowing the danger to be apprehended from fire in the close action to which the ship was about to be subjected, he gave directions for the white canvass cloths to be brought up from below, and spread over all. These were then thoroughly saturated with water, and doubtless afforded much protection during the action.

At about twenty minutes past noon, the *Bucentaure* fired a shot at the *Victory*. The shot fell short, but in two or three minutes a shot pitched close alongside; a third and a fourth followed in quick succession, one passing over the ship, and another making a hole in the maintop-gallant sail, thus giving a visible proof that the ship was within range. A minute's awful pause ensued, and then, as if by signal, seven or eight ships opened a fire upon the *Victory* of the most destructive and trying kind. Mr. Scott, the admiral's secretary, while conversing with Captain Hardy, was shot dead. Judging, from the course pursued by the lee division, that it was the

British admiral's intention also to pass through the line, the enemy closed towards that point to which the *Victory* was advancing. The *Santa Ana*, however, remaining stationary, engaged by the *Sovereign*, and the ships near her having full employment from the immediate followers of Collingwood, the enemy's fleet was divided nearly in the centre—leaving fourteen ships in the van, and nineteen in the rear division, with a space of nearly a mile between them.

The *Victory* had arrived within 500 or 600 yards of the enemy when her mizen-topmast was shot away, and also her wheel, so that she was obliged to be steered by the relieving tackles below. A shot about this time killed eight marines on the poop, after which Captain Adair, by Lord Nelson's request, ordered his men to lie down—a precaution that was adopted in the *Belleisle* and many other ships—before the enemy opened their fire. Shortly afterwards, a splinter from the fore-brace bits passed between Nelson and Hardy, and a part of it tore away the buckle from the shoe of the latter. Both looked earnestly and anxiously, each supposing the other to have been injured. Nelson smiled, and said,

"This is too warm work to last long, Hardy."

Captain Hardy remarked to his lordship the impossibility of getting through the cluster of ships ahead without running foul of one of them; to which his lordship quickly replied,

"I cannot help it; it does not signify which we run on board of; go on board which you please: take your choice."

By this time the *Victory* (whose sails were hanging in ribands) had lost fully fifty men killed and wounded; but it was now her turn to begin. Having at length determined to pass under the stern of the *Bucentaure*, as the only mode of breaking the line, the *Victory's* helm, at about 1h. p.m., was put hard a-port, but there was scarcely space enough to enable her to go clear. The *Victory*, therefore, passed so close to the larboard side of the *Bucentaure* that as she poured her well-directed and tremendous broadside into that ship, the effect of it was so great that the French ship was observed to heel two or three streaks on receiving it. The *Victory* then hauled round as close under the stern of the French ship as was practicable, in the hope of bringing her to action to leeward, but this was prevented by the advance of the *Redoutable*.

The best bower-anchor of the *Victory* broke the spare anchor of the *Redoutable*, and the concussion drove the latter round off, nearly before the wind. This happened at about 1h. 10m. p.m. The ships would, however, in all probability have separated, had not their lower yardarms been foul, which kept them fast together. The larboard broadside of the *Victory* was, therefore, constantly employed upon the *Bucen-*

taure and Santisima, but principally upon the latter, and her starboard guns found full employment with the Redoutable, her immediate opponent.

Nelson continued pacing the quarter-deck with Hardy, their walk being bounded abaft by the wheel, and forward by the companion-ladder, a distance of about twenty-five feet only. At 1h. 25m. his lordship was about to turn to walk aft, when he received the fatal bullet. Hardy turning, observed his admiral in the act of falling; and before he could prevent it, his lordship fell on his knees, with his left hand just touching the deck, very near to the spot whereon his secretary, Mr. Scott, had fallen. On Captain Hardy's expressing a hope that his lordship was not severely wounded, Nelson said,

"They have done for me at last, Hardy."

"I hope not," replied the captain.

"Yes," continued his lordship, "my backbone is shot through."

A musket-ball had entered the left shoulder, through the strap of the epaulette, and, descending, had lodged in the spine. Sergeant Secker, of the marines, and two seamen conveyed the wounded hero to the cockpit.

The loss had been so severe on the quarter-deck and poop of the Victory, that Captain Hardy, Captain Adair of the marines, and two or three officers, were nearly all that remained. Observing the deserted appearance of the deck, the captain of the Redoutable ordered an attempt to be made to board; but the remaining marines, assisted by a few small-arm men, kept up so continual and animated a fire that the men assembled in the main rigging with this intention were shot down as fast as they appeared. In repelling this attack the gallant Adair was killed, and Lieutenant Ram mortally, and George A. Westphal, midshipman, severely wounded; many seamen and marines also fell.

At about 1h. 35m., the *Téméraire* ran on board the Redoutable, on the starboard bow, and lashed the French ship's bowsprit to the fore part of her main rigging. While in this position her foresail was set on fire by grenades thrown from the French ship, but the fire, by much exertion, was extinguished. The firing having at length entirely ceased, Captain Hardy sent David Ogilvie and Francis Collingwood, midshipmen, with a sergeant of marines and eight men, on board the Redoutable, to assist in extinguishing a fire which had broken out on board. The party, although under the necessity of getting on board by means of a boat, and through the gun-room ports, met with no opposition, thereby proving that all hostility had ceased.

The *Téméraire* with some difficulty, owing to her being very

light, kept astern, or rather upon the starboard quarter, of the *Victory*, sustaining as well as the *Victory* much loss and damage from the fire of the enemy. When the *Victory* put her helm a-port to attack the *Bucentaure*, the *Téméraire* was obliged to do the same, to keep clear of her leader, and, from this cause and the absence of any wind, was some time in finding an antagonist to herself. At length she hauled round the *Redoutable* at some short distance, receiving her starboard broadside, which carried away the head of her mizen-topmast. The *Téméraire*, however, could make no return to this fire on account of the position occupied by the *Victory*, but passed on, and for a time engaged the *Neptune*.

At the time before stated, the two ships—*Victory* and *Redoutable*—coming down under the influence of the swell and light air of wind, gradually closed upon the *Téméraire*, and the latter was added to the group in the manner described. About 2h. p.m., just as the *Victory* was booming off from the *Redoutable*, the *Fougueux* was observed on the starboard side of the *Téméraire*. After quitting the *Belleisle*, she had stretched across to the northward, and now approached with a crowd of men on the fore-castle, apparently intending to board the British ship. The *Téméraire* permitted the *Fougueux* to approach within a few yards, and then fired her starboard guns with tremendous effect. In the confusion, the *Fougueux* fell on board the *Téméraire*, and her fore-rigging was immediately lashed to the sheet-anchor of the latter. Lieutenant Thomas F. Kennedy, with James Arscott, mate, Robert Holgate, midshipman, and about thirty men, then boarded the *Fougueux*.

On the French ship's deck were M. Beaudoin, her captain (mortally wounded), and the second captain and remaining officers encouraging their men to repel the boarders. In about ten minutes the brave defenders of the *Fougueux* were driven below, and the ship in complete possession of the *Téméraire*. The main and mizen-masts of the *Redoutable* came down, and shortly afterwards the mainmast fell on board the *Téméraire*, thereby forming a bridge; and at 2h. 20m. Lieutenant John Wallace, with a party of men, took quiet possession of that ship also.

At 1h. 45m. the *Neptune*, which on account of the calm occasioned by the concussion of the firing was unable to approach more rapidly, passed under the stern of the *Bucentaure*, and shot away the French ship's main and mizen-masts. The *Neptune* continued her course, and in a short time was close under the stern of the *Santisima Trinidad*, which ship, in conjunction with the *Conqueror*, she engaged until this huge ship (whose main and mizen-masts had previously fallen) lost her foremast, and rolled an unmanageable hulk upon the water.

When the van division, under Dumanoir, wore round, and passed to windward of the British ships, the Neptune, being at no great distance, received their fire and sustained much damage.

The Leviathan and Conqueror closely followed the Neptune, and the Conqueror likewise raked the Bucentaure. The Conqueror hauled up on the Bucentaure's lee-quarter, and in a short time the foremast of the French ship fell, and the Bucentaure surrendered. Captain James Atcherly, of the marines, in a boat with five men, was sent on board the vanquished ship, and to this officer were presented the swords of Vice-Admiral Villeneuve and his two captains; but justly considering that these should be received by Captain Pellew, Captain Atcherly declined to receive them, and, having secured the magazine, accompanied the French admiral and his captains to the boat, which, with three men, two being left on board the Bucentaure, put off from the ship, and the Conqueror having in the meantime gone in chase, the boat went alongside the Mars. The Conqueror meanwhile bore down, and attacked the Santissima. The master of the Conqueror in this action was Joseph Seymour.

The 64-gun ship Africa was for a time in very great danger. Being far to windward of the rest of the fleet, Lord Nelson made the signal for her to make all sail to take her place in the rear of his division; but Captain Digby, either mistaking the signal or anxious to distinguish his ship, bore down upon the van of the combined fleet, which he passed along in order to join the ships engaged; and, in consequence, received the fire of each ship, until having arrived abreast of the Santissima Trinidad, the Africa brought to. Observing that no colours were flying on board the four-decker, Captain Digby despatched Lieutenant John Smith, with a boat's crew, to take possession of her.

The boat arrived alongside, and Lieutenant Smith ascended to the quarter-deck, where he was met by a Spanish officer. He requested to know if the ship had surrendered, but was answered in the negative, the officer at the same time pointing to the combined squadron then passing to windward. Lieutenant Smith, not having the means with him of compelling submission, retreated to his boat, which the Spaniards permitted him to do, and returned to his own ship. The Trinidad was eventually taken possession of by the Prince, which ship, at 5h. 30m., took her in tow. The Africa, for nearly three-quarters of an hour, until relieved by the Orion, gallantly fought the Intrépide, and suffered very severely from the superior force of the enemy.

The Leviathan also bore down upon the Santissima Trini-

dad; but finding that ship engaged by the Neptune, passed on towards the French Neptune, which continued hanging about the *Téméraire*. On the approach of the *Leviathan*, however, the French ship wore round, and made sail away, upon which the *Leviathan* hauled up to engage the French van, then in the act of wearing round to escape. At about 3h. the *Leviathan* brought to action the *San Augustin*, which ship had not wore round with the rest. The *Leviathan* hauled up to leeward, and, after engaging some short time, the *San Augustin*'s helm was put a-port, intending to pass ahead of the *Leviathan*, but she was unable to effect it; and the British ship, having brought her broadside, treble-shotted, to bear with powerful effect, at the distance of fifty yards, knocked away the mizen-mast of the Spanish ship and committed tremendous havoc. The *San Augustin* then fell on board her opponent with her jib-boom foul of the *Leviathan*'s main rigging, thereby exposing her upper deck to the fire from the carronades, and from the marines on the *Leviathan*'s poop. After some smart firing, Lieutenant Eyles Mounsher, first of the *Leviathan*, at the head of a party of seamen and marines, boarded and carried the *San Augustin*, without further opposition. The *Leviathan* then took his prize in tow, and was thus enabled to engage the *Intrépide* as that ship passed on to join the van; but the *Leviathan* was presently relieved of this opponent by the *Africa*. The master of the *Leviathan* was John W. Trotter.

The *Orion*, at about 4h. 15m., wore round under the stern of the *Intrépide*, and, bringing to on her lee-bow, between that ship and the *Africa*, opened so vigorous a fire that in less than a quarter of an hour her main and mizen-masts fell over the side. The *Conqueror* and *Ajax* having by this time also arrived close up with the *Intrépide*, the captain, considering further resistance would be unavailing, surrendered the ship at a little before 5h. p.m.

The van of the enemy's fleet, consisting of the *Formidable*, *Duguay Trouin*, *Mont Blanc*, *Scipion*, and *Neptuno*, under Rear-Admiral Dumanoir, having succeeded in hauling to the light air of wind on the starboard tack, became engaged, about 3h. p.m., with the *Orion*, *Ajax*, *Britannia*, and *Agamemnon*, as those ships were running down to get into action. Four or five other ships of the van also attempted to wear and follow the rear-admiral, but from want of wind could not do so; and those which succeeded in getting on the starboard tack, being unable to weather the British ships, bore up with the intention of passing to leeward, and joining Vice-Admiral Gravina, in the rear. Three of these—the *Rayo*, *Francisco de Asis*, and *Héros*—were engaged by the *Britannia* and other ships near her. As Dumanoir's squadron made its way to the southward, the five

ships opened their fire on the British and the prizes indiscriminately. The *Victory* and *Téméraire* exchanged two or three broadsides with the squadron, but sustained little damage; not so the *Fougueux*, which ship lost her main and mizen-masts by their fire, and had several men killed and wounded; and on board the *Redoutable* an English officer had his leg shot off.

About 3h. 10m. p.m., the *Minotaur* and *Spartiate*, coming down, hove their main-topsails to the mast on the larboard tack, and exchanged several broadsides with the combined squadron, and succeeded in cutting off one of their number—the *Neptuno*. These two British ships, passing the four French ships, wore; and, after a warm action with the Spanish ship thus cut off, during which she was defended in a very gallant manner, obliged her, at about 5h. 10m., to surrender, having lost her mizenmast and fore and main topmasts. The *Neptuno*, drifting to leeward, fell on board the *Téméraire*, and thus gave rise to the extraordinary mistake contained in the letter of Vice-Admiral Collingwood, that the *Téméraire* had been boarded on one side by a Spanish, and on the other by a French ship.

Having now, however, imperfectly given the most prominent details of the proceedings of the ships engaged in this ever-memorable battle, we return to the *Victory* and to that scene so deeply interesting to every British heart. The hero of a hundred fights had received a mortal wound just as he had put the finishing stroke to the title of England's naval supremacy, and, surrounded by a halo of victory, in the dark and gloomy abode to which he was carried, we behold him expiring.

As he was being conveyed to the cockpit, in which he breathed his last, Dr. Beatty, in his narrative, states that he caused his face and stars to be covered by his handkerchief, in order that he might pass unnoticed by the crew. On reaching the cockpit, the dying hero was laid upon a midshipman's mattress, and stripped of his clothes, when the surgeon proceeded to probe the wound, which he soon ascertained to be mortal, an opinion which Nelson had from the first entertained. Nelson had a firm presentiment that he should not survive the battle; and how truly his presentiment was fulfilled the sequel too correctly proved. The sufferings of his lordship from pain and thirst were very great. He frequently called for drink, and to be fanned with paper. In about an hour and ten minutes after Nelson had been carried below, Captain Hardy, availing himself of a moment's respite from his duties, visited his dying admiral. "They shook hands," says Dr. Beatty, "very affectionately, and Lord Nelson asked,

"Well, Hardy, how goes the battle? How goes the day with us?"

"‘Very well, my lord,’ replied Captain Hardy; ‘we have got twelve or fourteen of the enemy’s ships in our possession; but five of their van have tacked, and show an intention of bearing down upon the Victory; I have therefore called two or three of our fresh ships round us, and have no doubt of giving them a drubbing.’

"‘I hope,’ said his lordship, ‘none of *our* ships have struck, Hardy.’

"‘No, my lord,’ replied Captain Hardy; ‘there is no fear of that.’

"Lord Nelson then said, ‘I am a dead man, Hardy; I am going fast, it will be all over with me soon.’”

Captain Hardy in a minute or two returned to the deck, and the Victory soon afterwards opened her fire upon Dumanoir’s squadron, passing to windward, as before described. The concussion of the firing caused great distress to his lordship; and, apostrophising his ship, he exclaimed,

"Oh, Victory, Victory, how you distract my poor brain!"

The Orion and other ships having neared the Victory, Dumanoir and his squadron hauled their wind to the southward, offering no further molestation.

In about fifty minutes after Captain Hardy had returned to the deck, he a second time descended to the cockpit, and again shook hands with Lord Nelson, at the same moment congratulating him on the brilliant victory the British fleet had achieved; and although unable to ascertain the exact number of enemy’s ships that had struck, he was certain that fourteen or fifteen had surrendered. "His lordship answered," proceeds the narrative,

"‘That is well, but I bargained for twenty’; and then emphatically exclaimed, ‘Anchor, Hardy, anchor!’

"‘I suppose, my lord,’ returned Captain Hardy, ‘that Admiral Collingwood will now take upon himself the direction of affairs?’

"‘Not while I live, I hope, Hardy,’ cried the dying hero; and, endeavouring ineffectually to raise himself from the bed, he exclaimed, ‘No! do *you* anchor, Hardy!’

"Captain Hardy then said, ‘Shall *we* make the signal, sir?’

"‘Yes,’ answered his lordship, ‘for if I live I’ll anchor.’”

Captain Hardy, after remaining about three minutes with his dying chief, went on deck. In about a quarter of an hour after Captain Hardy had quitted the cockpit to attend to his indispensable duties, Lord Nelson became speechless; and at 4h. 30m. p.m. by the Victory’s time, expired without a groan. His last words were,

"I have done my duty—I thank God for it."

For a writer, such as the compiler of this humble volume

to attempt to eulogise so great a hero as Lord Nelson, may appear presumption; yet we cannot refrain from offering our sincere though unequal tribute to the memory of England's preserver, and the most talented naval commander that any age or country ever produced. From his commencement, as a midshipman, to the last hour of his life, his public career was marked by a boundless zeal for his country's honour and welfare. The daring and hawk-sighted manœuvre on the 14th of February, did much towards gaining a brilliant victory over an enemy of more than double the force of the British fleet; but this was eclipsed at Aboukir. The victory of the Nile would have been alone sufficient to place Nelson on the highest pinnacle of nautical ability. His firm nerves appeared to strengthen with the difficulties presented, and he may be said to have smiled at discouragements which to the ordinary mind would have seemed insurmountable obstacles. The fleet and defences of Copenhagen quailed before him; and, while a signal for his recall was flying on board the commander-in-chief's ship, which must have rendered nugatory all the blood which had been spilt, Nelson negotiated and gained all that was required. His pursuit of a superior fleet to the West Indies added one more proof, if proof had been wanting, of his consummate skill and determination; but the final and complete triumph, which he sealed with his heart's blood, at once, and we would hope for ever, annexed the sovereignty of the seas to England's throne. To have died in such a cause—to have fallen at such a moment—was, indeed, to gain all that mortal man could aspire to; and, as says Dr. Beatty, "his splendid example will operate as an everlasting impulse to the enterprising genius of the British navy."

The moment Lord Nelson's death was announced to Captain Hardy, he directed Lieutenant Alexander Hills to proceed to the Royal Sovereign, and acquaint Vice-Admiral Collingwood that the admiral was mortally wounded, not wishing to hurt the feelings of a friend by stating that he was dead. Captain Blackwood arrived on board the Victory soon afterwards, and Captain Hardy accompanied him, in the boat of the Euryalus, to the Royal Sovereign, to acquaint the vice-admiral with what had already happened, as well as to deliver Nelson's dying commands, that the fleet should be brought to anchor as soon as it was practicable. Vice-Admiral Collingwood unhappily differed in this respect with his distinguished friend, and on receiving the message, replied,

"Anchor the fleet! Why, it is the last thing I should have thought of."

Collingwood has been subjected to very severe strictures in reference to his non-compliance with the dying command of

Lord Nelson; and there can be no doubt that he incurred a very distressing responsibility in consequence. The act, however, of not anchoring the fleet immediately on the termination of the battle, admits of some extenuation. A great part of the fleet, and nearly all the prizes, were wholly unprepared to anchor, their cables having been rendered unserviceable by shot. Had, therefore, the signal been made, those ships in a condition to comply would have brought up, while those unable to obey the signal would have become still more dispersed, whereas by keeping under weigh the effective were in a condition to assist the crippled ships, and, in the meanwhile, the prize crews were enabled to employ themselves in splicing the cables and in getting ready to anchor when the signal should be made, and it was made at 9h. p.m. We merely offer this as one of many reasons which might have induced the vice-admiral to decline carrying immediately into effect the dying injunction of his friend.

At the conclusion of the action the land about Cape Trafalgar was in sight, bearing south-east by east, distant about eight miles, after which cape the battle was named.

It is now time to sum up the heavy losses sustained in this glorious encounter, which were as follows:—

Ships.	Killed.	Wounded.	Ships.	Killed.	Wounded.
WEATHER COLUMN.			LEE COLUMN.		
Victory.....	57	102	Royal Sovereign....	47	94
Téméraire.....	47	76	Belleisle.....	33	93
Neptune.....	10	34	Mars.....	29	69
Leviathan.....	4	22	Tonnant.....	26	50
Britannia.....	10	42	Bellerophon.....	27	123
Conqueror.....	3	9	Colossus.....	40	160
Africa.....	18	44	Achille.....	13	59
Agamemnon.....	2	7	Dreadnought.....	7	26
Ajax.....	2	9	Polyphemus.....	2	4
Orion.....	1	23	Revenge.....	28	51
Minotaur.....	3	22	Swiftsure.....	9	8
Spartiate.....	3	20	Defiance.....	17	53
			Thunderer.....	4	12
			Defence.....	7	29
			Prince.....	—	—
Total.....	160	410	Total.....	289	831
Total.....449 killed; 1,241 wounded.					
Grand total.....1,690.					

The eleven ships under Admiral Gravina hauled to the north-east and escaped; and the Héros, San Francisco, Indomptable, and Montanez, succeeded in passing inshore of the

British fleet, and also got away. Others were in tow of the frigates, and the whole, in course of the night, anchored about a mile and a half from Rota, not being able to enter the Bay of Cadiz on account of the strong south-east wind blowing off the land, although in the offing the wind was still from west-south-west.

At 6h. p.m. Vice-Admiral Collingwood shifted his flag to the *Euryalus* frigate, and taking the *Sovereign* in tow, stood off-shore with her. At this time several of the British ships were more or less disabled, and out of the seventeen prizes eight were totally dismasted, and the remainder in a very helpless state. The fleet was now within a few miles of the shoals of Trafalgar, and in thirteen fathoms water. There was a heavy swell, which distressed the disabled ships very much; but fortunately there was little wind. At 9h. p.m. the signal was made for the fleet to prepare to anchor, of which some few ships availed themselves. Towards midnight the wind veered to south-south-west, and freshened considerably. This favourable change induced the admiral to make the signal to wear the ships' heads to the westward; and those ships which had not anchored, and were in a condition to obey the signal, wore and drifted out to sea.

The names of the ships actually surrendered or in possession of the British at this time were as follows:—

SPANISH.		FRENCH.	
Guns.		Guns.	
130	Santisima Trinidad	80	Bucentaure
112	Santa Ana		Intrépide
80	{ Neptuno		Redoutable
	{ Argonauta		Fougueux
	{ San Augustin	74	Algésiras
	{ Monarca		Aigle
74	{ Bahama		Swiftsure
	{ San Juan Nepomuceno		Berwick
	{ San Ildefonso		Achille

On the 22nd, at 8h. a.m., the *Euryalus* cast off the *Sovereign*, and the *Neptune* was directed to take her in tow. The wind blew fresh in squalls during the whole of this day, and the thirteen prizes which remained under weigh (four having anchored), closed round the *Sovereign*. The *Bucentaure*, having on board Lieutenant Richard Spear and a party of men from the *Conqueror*, drifted towards the shore near the castle of Saint Sebastian, and there anchored. During the day she was wrecked on the *Puergues*, and the crew, including the British were saved by the boats of a French frigate. In the night it came on to blow a heavy gale from north-west.

On the morning of the 23rd, the *Redoutable* foundered before the whole of her men could be removed. Only about

10 were saved from her surviving crew, and these at a great risk, and with the loss of thirteen of the *Téméraire's* seamen, and five of the *Swiftsure's*. The *Swiftsure's* launch, under the command of Lieutenant Thomas Sykes, afterwards assisted by the pinnace, in charge of Lieutenant Thomas Read, saved the lives of near fifty poor wretches while the ship was in the act of sinking. The brave Captain Lucas had previously been removed to the *Téméraire*. The *Fougueux* drifted on shore near the river Sancti Petri, having thirty of the crew of the *Téméraire* on board, and was totally wrecked, with the loss of all on board except about twenty-five persons. The prize crew of the *Algésiras* was overpowered by the French during the gale, and having rigged jury-masts, that ship, by great exertions, reached the harbour of Cadiz. The same morning, Commodore Kerguelen sailed from Cadiz with five sail of the line and five frigates, which latter retook the *Santa Ana* and *Neptuno*, and carried them into port.

On the 24th, the *Indomptable*, on board which were the survivors of the *Bucentaure's* crew, making with her own above 1000 men, was wrecked off the town of Rota, and not more than 100 were saved. The *San Francisco de Asis*, another of Kerguelen's squadron, cut her cables and went on shore near Fort Santa Catalina, where her crew were saved. The *Rayo*, also of this squadron, not being able to enter Cadiz Bay, anchored off San Lucar, where she soon rolled away her wounded masts, and on this day was captured by the *Donegal*, Captain Pulteney Malcolm; but two days afterwards the ship parted company and went on shore, and of the 107 men and officers put on board her by the *Donegal*, twenty-five were drowned. The *Monarca* also drove on shore after the greater part of her crew had been removed by the boats of the *Leviathan*. The *Santisima Trinidad* was scuttled and sunk by the *Neptune* and *Prince*. The *Aigle* drifted into Cadiz Bay, and was wrecked on the bar of Port Santa Maria on the night of the 25th.

The few remaining prizes were at length anchored about six leagues to the westward of Cape San Lucar; and on the 28th the body of the British fleet also brought up a little to the northward of them; the *Royal Sovereign* under jury, main, and mizen masts, and the *Mars* with main and mizen masts only. On the 29th the *Intrépide* was burnt by the *Britannia*, and the *San Augustin* by the *Leviathan* and *Orion*; the *Argonauta* was scuttled and sunk by the *Ajax*. The *Berwick* was wrecked off San Lucar; 200 of her crew perished with her, the remainder being saved, after much gallant exertion, by the *Donegal's* boats. The *Defence*, with the *San Ildefonso*, *Bahama*, and *Swiftsure*, anchored on the night of the 26th, and

rode out the gale in safety; affording one argument in reference to the benefit which might have resulted had the dying injunction of Lord Nelson been attended to. The *San Juan Nepomuceno* was saved by the exertions of the *Phoebe* and *Donegal*.

The victory of Trafalgar was most complete; and since that day the enemies of England have not been able to fit out a fleet at all equal to contest with her navy the rule of the ocean. Although the preponderance of force was considerably on the side of the combined fleets, a chance of victory did not remain to them after the first shot fired by the British. Never, perhaps, was more cool and determined bravery and skill evinced than on this occasion.

The body of Nelson was conveyed to England in the ship which had so long borne his flag, and on the 6th of January, 1806, after lying in state some time in the Painted Hall of Greenwich Hospital, was conveyed to St. Paul's Cathedral, beneath the splendid cupola of which those venerated ashes lie. Numerous were the honours bestowed by a grateful country on the hero's relatives; and we wish we could add that those who so nobly fought on that occasion also met that amount of promotion and distinction which so memorable a battle claimed for them. Vice-Admiral Collingwood was raised to the peerage, with a pension of £2000. Rear-Admiral the Earl of Northesk was made a K.B., and Captain Hardy created a baronet. Lieutenant Quilliam, of the *Victory*, the senior lieutenants (acting as captains) of the *Ajax* and *Thunderer*, and those of the *Bellerophon* and *Mars*, were made post captains; and the second, third, fourth, and flag lieutenants of the *Victory*, first and second of the *Royal Sovereign*, and first lieutenants of every other line-of-battle ship, made commanders. Four mates of the *Victory*, three of the *Royal Sovereign*, two of the *Britannia*, and one from every other ship were made lieutenants.

The Patriotic Fund, ever alive to the honour and prosperity of the British navy, not only voted a large sum of money for the relief of the widows and orphans of the slain, and to the wounded officers and men; but presented to each captain or commanding officer in the action a sword, valued at 100 guineas. Vases each of 500 guineas' value were presented, one to the hero's relict, a second to the successor to his lordship's title, and a third to Vice-Admiral Collingwood. The Earl of Northesk was also granted a vase, value 300 guineas. The silver "naval medal" has recently been bestowed upon the survivors present in the glorious victory.

Rear-Admiral Dumanoir, who, with the 74-gun ships *Formidable*, *Scipion*, *Mont Blanc*, and *Duguay Trouin*, had escaped

from Trafalgar on the same night, steered away to the south-west, but afterwards hauled to the northward, intending to enter Basque Roads. On the 2nd of November, being off Cape Finisterre, the squadron discovered, and at noon chased, the British 36-gun frigate *Phoenix*, Captain Thomas Baker. The frigate bore up, steering for Ferrol, in the hope of falling in with a British squadron. At 3h. p.m. the *Phoenix* got sight of four sail bearing south, and at 3h. 15m. the four pursuing ships hauled to the wind on the starboard tack; upon which the *Phoenix* altered her course to south by west, the better to keep sight of her pursuers. Dumanoir soon afterwards wore to the eastward, and the *Phoenix*, making signals to the ships to leeward, and firing guns, also wore and stood to the south-east.

At about the same time that the *Phoenix* discovered Dumanoir's ships, the *Dryad* and *Boadicea*, Captains Adam Drummond and John Maitland, also got sight of them, bearing east; and at 8h. 45m. these frigates were seen by the *Phoenix*. About 9h. 30m. the squadron to the southward, which was that of Sir Richard Strachan, consisting of five sail of the line and two frigates, was seen by the *Dryad* and *Boadicea*; but being in doubt as to whether the strangers were friends or foes (their signals being unanswered), they tacked to the north-east, and were soon out of sight of both squadrons. At 11h. p.m. the *Phoenix*, more satisfied as to the identity of the British ships, passed under the stern of the *Cæsar*, then standing to the northward (wind west-north-west), and after receiving a shot and being hailed, Captain Baker informed Sir Richard of the enemy's position on the larboard bow. The British ships being much scattered, the *Phoenix* was ordered to speak the different ships, and make their captains aware of the presence of the French squadron. The *Cæsar* then made all sail in chase of the enemy, bearing east-north-east, which a glimpse of moonlight enabled the British admiral to discover.

On the 3rd, in the morning, the 38-gun frigate *Révolutionnaire*, Captain the Hon. Henry Hotham, joined in the pursuit, which continued throughout the day and night with varied success. The action, however, did not take place till the 4th, when, at about fifteen minutes past noon, the *Cæsar* opened her larboard guns on the *Formidable*. At this time the four French ships were formed in line ahead on the starboard tack, in the following order:—*Duguay Trouin*, *Formidable*, *Mont Blanc*, and *Scipion*, under topsails and top-gallant sails, with courses clewed up, the wind being at south-west, and about one point abaft the beam; the British ships *Cæsar*, *Hero*, and *Courageux* were on their weather quarter, and the *Namur* about ten miles astern.

In a minute or two after the *Cæsar* commenced firing, the *Hero* and *Courageux*, in quick succession, discharged their broadsides at the *Scipion* and *Mont Blanc*. The fire was instantly returned by the three French ships, and a spirited action ensued. At 12h. 50m. the *Cæsar* made the signal for close action, and five minutes afterwards the *Duguay Trouin*, in luffing up to rake the *Cæsar* ahead, unintentionally came round on the larboard tack; and the British ship, having hauled up to prevent the enemy crossing the *Cæsar*'s bows, the *Duguay Trouin* passed to leeward, within musket-shot of the *Cæsar* and *Hero*, from each of which ships she received a smart fire. *Dumanoir* soon afterwards tacked to support his second ahead, and his two followers also hove about. The *Formidable*, however, was so slow in stays that she did not regain her station astern of the *Duguay Trouin*, and became the third instead of the second ship. About 1h. 20m. p.m., the *Cæsar* wore after the enemy, and the *Hero* and *Courageux* tacked.

At 1h. 40m. the *Cæsar* made the *Namur*'s signal to engage the enemy's van, which had neared that ship, and at the same time the *Hero* was ordered to lead on the larboard tack. The *Hero*, followed at some distance by the *Courageux*, and at a much greater distance by the *Cæsar*, accordingly edged away towards the French squadron. The *Namur* was still to windward, endeavouring, under all sail, to get into the action; but, being a very dull-sailing ship, her progress was excessively slow.

At about 2h. the *Hero* fired her starboard guns at the *Scipion*, which ship having lost her main-topmast, fell to leeward, and became engaged with the *Courageux*, *Phoenix*, and *Révolutionnaire*. The *Hero*, making sail, then gained a position on the weather bow of the *Formidable*. At 2h. 45m., the *Namur* having arrived up with the *Formidable*, the *Hero* gallantly made sail after the *Mont Blanc*, which ship, as well as the *Duguay Trouin*, had been occasionally raking the *Hero* while engaging the *Formidable*. At 3h. 5m., the *Cæsar* having in the meantime repaired her damages, was in the act of reopening her fire on the *Formidable*, when that ship having lost her mizen-topmast and her mainmast and fore-topmast being in a tottering state, hauled down her colours. She was taken possession of by a boat from the *Namur*. The latter, having her main-yard cut in two by her opponent's fire, was unable to make sail.

At 3h. 10m. the *Duguay Trouin* and *Mont Blanc* bore up and endeavoured to form a line ahead of the *Scipion*; but this latter ship, having by the united fire of the *Courageux* and frigates, lost her main and mizen masts and fore-topmast, just at this time hauled down her colours. The *Scipion* was taken possession of by the *Phoenix* and *Révolutionnaire*. The *Duguay*

Trouin and Mont Blanc, observing the fate of their consorts, endeavoured to escape, but were overtaken by the *Hero* and *Cæsar*, and, after a close and animated fire of twenty minutes' duration, the *Duguay Trouin* surrendered to the *Hero*, and the *Mont Blanc* to the *Cæsar*. The battle ceased at 3h. 35m.

The loss on board the British ships was slight considering the closeness of the action. It was twenty-four killed and 111 wounded. The *Hero* had her fore-topsail-yard shot away, the *Cæsar* her main-topgallant-mast, and the *Namur* her main-yard; and the *Cæsar* and *Hero* had received considerable injury in their masts, sails, and rigging. The loss sustained by the French ships was very severe, making together upwards of 700 killed and wounded in the four ships. The foremasts of the *Formidable* and *Mont Blanc* were the only spars remaining.

In this action the *Formidable* mounted only sixty-five guns; three having been dismounted in the battle of the 21st of October, and twelve of her quarter-deck 12-pounders having been thrown overboard during the chase of Sir Richard Strachan. The *Révolutionnaire*, *Phoenix*, and *Santa Margarita* took a very decided part in this contest, and did considerable execution while harassing the enemy's rear; they were also much damaged by shot. Sir Richard Strachan carried his four well-earned prizes to Plymouth, and they were added to the British navy, in which the *Formidable* became the *Brave*, the *Duguay Trouin* the *Implacable*, and the *Mont Blanc* and *Scipion* retained the same names; but the *Implacable* and *Scipion* were the only ships that ever again went to sea. Sir Richard Strachan was invested with the order of the Bath: the officers and men received the thanks of Parliament; gold medals were given to the captains; and the first lieutenants of the line of battle ships were made commanders. The Patriotic Fund ordered swords, each of the value of 100 guineas, to be presented to the seven captains commanding the ships engaged, and a vase valued at 300 guineas to Sir Richard Strachan. This is also a naval medal action.

CHAPTER XXVI.

1806.

BATTLE OF SAN DOMINGO—GALLANT MINOR ACTIONS—SIR SAMUEL HOOD'S SQUADRON—A FAMOUS FRENCH PRIVATEER.

IN the month of December, 1805, two squadrons, together comprising eleven sail of the line and four frigates, sailed from Brest. They separated into two squadrons; the command of one being vested in Rear-Admiral Willaumez, who proceeded

to the Cape of Good Hope; the other consisted of five sail of the line and three frigates.

Intelligence of the sailing of these squadrons having reached Vice-Admiral Sir John Duckworth, who with a squadron was blockading Cadiz, he departed in pursuit, and on the 25th and 26th of December unsuccessfully chased that of M. Willaumez, off the Cape de Verde; he then proceeded to Barbadoes, and being there joined by Rear-Admiral the Hon. Alexander Inglis Cochrane, in the *Northumberland*, and the *Atlas*, Captain Samuel Pym, his squadron consisted of seven sail of the line and one frigate.

The 18-gun brig *Kingfisher*, Commander Nathaniel Day Cochrane, joined at Barbadoes, on the 3rd of February, with intelligence that a French squadron had been seen steering for San Domingo, and the whole immediately weighed in quest of the enemy. The brig *Epervier*, Lieutenant Thomas Higginson, joined the same day. On the 5th, being off the east end of San Domingo, the 32-gun frigate *Magicienne*, Captain Adam Mackenzie, joined company with news that a French squadron was at anchor off the town of San Domingo. At daybreak on the 6th of February, the British squadron gained a sight of the enemy. At 7h. 30m. a.m., observing the force approaching, the French slipped their cables and made sail to the westward, towards Cape Nisao, with a light air of wind from the northward, and formed a line of battle thus:—*Alexandre*, *Impérial*, *Diomède*, *Jupiter*, and *Brave*, with the *Félicité* and *Cornète* frigates, and *Diligente* corvette inshore. The British ships, being more off the land, steered a course to cross the leading French ship, and thereby also maintained a steadier breeze.

At 8h. a.m., the ships of the British squadron were in two imperfectly-formed lines; the weather one consisted of the *Superb*, *Northumberland*, *Spencer*, and *Agamemnon*, and the lee line of the *Canopus* (nearly abeam of the *Spencer*), *Donegal*, and *Atlas* (the latter far astern). The *Acasta* and *Magicienne* frigates, *Kingfisher* and *Epervier* sloops, were to windward of the line-of-battle ships. Soon after 8h., the distance increased between the different British ships by the inequality in their sailing, and the *Superb*, *Northumberland*, and *Spencer*, in close order, and, having a fine breeze, were gaining fast on the enemy; while the *Agamemnon* had fallen considerably astern. At 10h. 10m., the *Superb*, having taken in her studding-sails, opened a fire from her starboard guns, being on the larboard quarter of the *Alexandre*; and, in a few minutes, the *Northumberland* also coming up, engaged the *Impérial*. In another five minutes the *Spencer*, being close on the *Northumberland's* weather quarter, joined in the cannonade, making the *Diomède*

their more immediate opponent, the ships now running nearly before the wind, at the rate of about seven knots.

After the third broadside, the *Alexandre* suddenly hauled to the wind on the larboard tack, and succeeded in luffing across the bows of the *Superb*, leaving the *Impérial* in close action with the *Superb* and *Northumberland*. At 10h. 25m., the *Alexandre*, being now to the southward, gallantly attempted to pass between the *Northumberland* and *Spencer*, and rejoin the *Impérial* and her consorts, from whom she was separated; but the *Spencer* pouring in a raking fire, the *Alexandre* wore, and the *Spencer*, hauling up on her starboard beam, brought her to close action. This change of position, owing to the smoke, was not immediately perceived by the *Superb* and *Northumberland*, and the *Spencer*, in consequence, received several shot from their larboard guns.

The *Spencer* and *Alexandre* meanwhile continued closely engaged, with their heads to the southward, while the remaining ships of both squadrons were standing to the westward.

The *Northumberland* having succeeded in shooting ahead, gallantly pushed between the *Superb* and the *Impérial*, and for a long time received from the latter a tremendous fire. At about 10h. 35m. the *Canopus*, leading the lee column, crossed the bows of the *Alexandre* and *Spencer*, and firing a broadside into the French ship, brought down her already tottering masts. The *Donegal* also fired into the *Alexandre* in passing, as did the *Atlas*. All this time the *Spencer* continued warmly engaged; but at 11h., the *Alexandre*'s fire having been silenced, and the ship being wholly defenceless, surrendered. Without waiting to take possession of a beaten enemy, the *Spencer* wore and made sail after the remaining combatants. The *Canopus*, after firing her broadside at the *Alexandre*, steered for the *Impérial* and *Diomède*, and the *Donegal* and *Atlas* stood towards the *Jupiter* and *Brave*.

The *Donegal*, at about 10h. 45m., fired her starboard broadside into the *Brave*, then luffing round under her stern, she ranged up on the French ship's starboard side, and brought her to close action. After about half an hour's animated cannonading the *Brave* surrendered. The *Atlas*, soon after the *Donegal* commenced firing upon the *Brave*, brought the *Jupiter* to action; but, in obedience to the signal of the admiral to attack the van of the enemy, made sail after the *Canopus*. Captain Malcolm, therefore, observing the *Jupiter* without an opponent, quitted his prize, and proceeded to attack that ship. After bestowing upon her a few broadsides, and perceiving the imperfect resistance offered, the gallant captain determined to board; and ordering the *Donegal*'s helm to be put a-starboard, she was quickly athwart the bows of the

Jupiter, the bowsprit of the latter passing over the Donegal's larboard quarter, in which position it was secured by a hawser. The remaining officers and crew of the Jupiter, finding further resistance of no avail, surrendered, without much opposition, to a party of men headed by a lieutenant and two midshipmen, who boarded her. The *Acasta*, by the direction of Captain Malcolm, shortly afterwards took possession of the *Brave*.

The *Atlas*, at about 11h., closed the *Impérial*, still engaged by the *Northumberland*, and after firing two broadsides into the three-decker, endeavoured to bear up under her stern to rake her; but at this moment the tiller of the *Atlas* becoming jammed by a shot which she received from the *Diomède* into her starboard quarter, she fell on board the *Canopus*, but without doing any material damage to that ship, carried away her own bowsprit. Throwing all aback, the *Atlas* dropped clear of the *Canopus*, and became closely engaged with the *Diomède* for about ten minutes, when the *Spencer* came up and joined in the action.

The *Impérial* had hitherto principally been engaged by the *Northumberland*, but assisted by the *Superb*, *Canopus*, and *Atlas*; and at 11h. 30m., having lost her main and mizen-topmasts by their united fire, hauled towards the land, then about a mile distant on her starboard bow. The *Northumberland* was by this time so crippled as to be unable to pursue, and Sir John Duckworth, deeming it unsafe for the *Superb* to stand inshore, hauled off to the southward. The *Canopus*, however, followed, and continued to fire at the three-decker until 11h. 40m., when the latter took the ground with such violence that her three masts went over the side. Shortly afterwards she fired a gun to leeward, in token of surrender. The mainmast of the *Northumberland* at about the same time fell forward, crushing the boats, and doing great damage. The *Spencer*, after quitting the *Alexandre*, crossed the bows of the *Diomède*, which latter shortly afterwards, following the example of the *Impérial*, ran on shore, and at the same moment her three masts went over the side; but she continued to fire occasionally at the *Canopus* and *Atlas*. The *Agamemnon*, having been so far astern, found little or nothing to do when she arrived up. This ship, however, received some shot from the *Impérial* and *Diomède*.

Thus, in less than two hours, the five line-of-battle ships were either captured or driven on shore, the frigates only escaping. The *Impérial* was the largest and finest ship in the world, measured 3000 tons, and mounted 130 guns, 36, 24, and 18-pounders, and 36-pounder carronades, and had seventeen guns of a side on the lower, middle, and main decks. Her crew amounted to not less than 1200 men, of which number the

French accounts state her loss to have been 500 in killed and wounded. The other captured ships suffered in proportion, so that their united loss in killed and wounded must have been very little short of 1500 men. The British loss was seventy-four killed and 264 wounded.

The Northumberland was the only British ship that lost a mast. The Donegal lost her fore-yard, and the Atlas her bowsprit. The masts and rigging of most of the ships were much damaged, and the hulls of some—especially of the Northumberland—in a shattered state. The Alexandre was with difficulty kept afloat. The Impérial and Diomède were lying broadside on to the surf—the latter about 200 yards astern of the Impérial—and both bilged and total wrecks. On the 8th, the Acasta and Magicienne, after taking out the captain and about 100 men, which were all that remained on board the Diomède, set both French ships on fire. The crew of the Impérial, and the greater part of the Diomède's, reached the shore and escaped. As soon as the two most disabled of the three prizes could be refitted, Sir John Duckworth proceeded with them to Jamaica, from whence the least disabled of the French ships, with the Northumberland and the Agamemnon, sailed for Barbadoes.

Rear-Admiral the Hon. A. I. Cochrane was invested with the order of the Bath, and Rear-Admiral Louis created a baronet. Commander Cochrane, the bearer of the despatches, was posted, and Lieutenant John Morrison, first of the Superb, was also made a post captain; but what other promotions were officially made we are unable to state. The thanks of both Houses of Parliament were voted on the occasion, and the naval medal has recently been granted for it.

On the 12th of May, the Indefatigable and Pallas, Captains John T. Rodd and Lord Cochrane, with the 18-gun brig Kingfisher, Commander George F. Seymour, watching the French squadron, in the roads of Aix, being perceived by the French admiral, two frigates and three brigs were ordered to get under weigh and stand out to attack them. At 2h. p.m. the British frigates were fired at by the lighthouse battery on the island of Aix, but at 3h., being close under the batteries, tacked and stood out to sea, hoping by these means to draw the enemy off the land. This, however, not succeeding, the Pallas (the adventurous disposition of whose captain has already been repeatedly noticed) proceeded inshore, on the 14th, alone; and at 10h. 30m. a.m., having arrived within two miles of the battery of Aix, shortened sail to the topsails, braving the heavy frigates in the roads.

This had the desired effect, as shortly afterwards the 40-gun frigate Minerva and three brigs were observed coming out,

with studding-sails and royals set. The *Pallas* gallantly awaited the approach of her enemies, and the *Minerva* and her consorts having arrived within point-blank range, she opened an admirably-directed fire upon them. The main-topsail yard of one of the brigs came down, and the *Minerva* sustained much damage to her sails and rigging. The British frigate having received in return a fire from the frigates, and also from the batteries, hauled on board her fore and main tacks, and endeavoured to cross the bows of the *Minerva* and get to windward of her, and this, after much excellent seamanship and good pilotage amongst the various dangerous shoals, was at 1h. p.m. accomplished, and the *Pallas* then opened upon her principal adversary a close cannonade from to windward. After engaging a short time, the *Minerva's* fire began to slacken, and Lord Cochrane, with a view of preventing the frigate's retreat, gallantly determined on boarding. The helm of the *Pallas* was accordingly put a-weather, and she ran the *Minerva* on board.

So violent was the collision that it brought down the foretopmast of the *Pallas*, carried away the jib-boom, spritsail-yard, bumpkin, cat-head, fore and main-topsail yards, chain plates of the fore rigging, and the bower anchor was torn from her bows. The two ships then separated before an opportunity of gaining the deserted decks of the *Minerva* was effected; but the capture would in all probability have taken place had not the French admiral, seeing the disabled state of the *Minerva*, despatched two other frigates to her assistance. Under these circumstances the *Pallas* got her head off shore, and meeting the *Kingfisher*, was taken in tow by her.

The loss on board the *Pallas*, out of a crew of 214 men and boys, was one marine killed, and Midshipman William Andrews (severely) and four seamen wounded. The *Minerva*, whose crew amounted to 330 men and boys, only acknowledged to a loss of seven killed and fourteen wounded. The *Pallas* was a ship of 667 tons only, mounting twenty-six 12-pounders on the main deck, and twelve 24-pounder carronades on the quarter-deck and forecastle; total, thirty-eight guns. The *Minerva* was a fine frigate of 1100 tons, and when subsequently captured mounted twenty-eight long 18-pounders on the main deck, and four long 8-pounders and twelve carronades, 36-pounders, on the quarter-deck and forecastle; total, forty-four guns.

The frigates *Phœbe* and *Thames*, Captains James Oswald and Bridges W. Taylor, lying in Leith Roads, were ordered to proceed to the Shetland Islands in search of three French frigates that had been doing much injury to the Greenland fisheries. Captain Thomas Lavie, in the 38-gun frigate *Blanche*, was ordered to take the above-named ships under his orders. The *Phœbe* and *Thames* proceeded; but on arriving at the appointed

rendezvous, ascertained that one of the French frigates had parted company when they quitted the station. On the 13th of July, the *Blanche* arrived at the rendezvous, and Captain Lavie received information that a French frigate had been seen off the Faro Islands, and having proceeded in search, on the 18th, at 10h. 30m. a.m., descried a large ship bearing north-east. This was the French 18-pounder 40-gun frigate *Guerrière*, Captain Herbert.

At 3h. p.m., discovering that the *Blanche* was not one of her companions, she bore up, and made all sail. The *Blanche* gained rapidly in the pursuit, and, at a little past midnight, opened fire upon the *Guerrière*, into which she poured two broadsides before her antagonist returned a shot. A close action commenced, which continued until 1h. 30m. a.m. on the 19th, when the *Guerrière*, having lost her mizen-topmast, hauled down her colours. No one was killed on board the *Blanche*, but Lieutenant Robert Bastin and three marines were wounded by musketry. The *Guerrière*'s masts were badly wounded, and her hull much shattered; her loss amounted to twenty men killed and thirty wounded. The two ships were nearly equal in point of guns; but the French crew was very sickly, and many men unable to go to their quarters, which accounts for the trifling loss sustained by the *Blanche*. The *Guerrière* was added to the British navy as a 38-gun frigate. Captain Lavie received the honour of knighthood. The above is a medal action.

On the 25th of July, in the evening, as the 32-gun frigate *Greyhound*, Captain Edward Elphinstone, and 18-gun brig *Harrier*, Commander Edward Thomas Troubridge, were cruising in the Java seas four sail were seen passing through the Straits of Salayer, which were chased until 9h. p.m., when the strangers hove-to. Observing that one of the strangers was a large two-decked ship, the *Greyhound* and *Harrier* also hove-to during the night, about two miles to windward of the squadron; and, as the day broke, the strangers formed in line of battle, consisting of the Dutch 36-gun frigate *Pallas*, Captain Aalbers; Dutch Company's armed ships *Vittoria* and *Batavia*, and 14-gun corvette *William*, and continued lying to on the larboard tack, under their topsails. At 5h. a.m., the *Greyhound* bore up, under French colours, steering for the *Pallas*, and being, at 5h. 30m., within hail, the *Greyhound* shifted her colours, and opened her fire from to windward upon the Dutch frigate which the latter quickly returned. The *Harrier*, having closely followed the *Greyhound*, passed between the *Pallas* and *Vittoria*, and, wearing round on the starboard tack, became engaged with the two merchant ships.

The *Greyhound*, in the meantime, having shot ahead, wore

close round the bows of the *Pallas*, pouring in a raking broadside, and keeping up a vigorous and destructive fire, compelled her, at about 6h. 15m., to haul down her colours. The *Vittoria* and *Batavia*, after sustaining the fire of the *Harrier*, surrendered, the former at 6h. 30m., and the latter at 6h. 40m., and, as well as the *Pallas*, were taken possession of by the British ships. The *William*, seeing the fate of her companions, made sail, and effected her escape. The *Greyhound*, out of a crew of 212 men, had one killed and eight wounded; and the *Harrier* only three men wounded. The Dutch frigate mounted forty guns, and, out of her complement of 250 men, had eight killed, her captain (mortally) and thirty-two wounded. The *Vittoria* had two killed and six wounded, and the *Batavia* two killed.

In the month of February, four French frigates—the *Hortense*, *Rhin*, *Hermione*, and *Thémis*, together with the corvette *Furet* (captured on the 17th by the 38-gun frigate *Hydra*, Captain George Mundy)—sailed from Cadiz on a cruise. On the 27th of July, on their return to France, being in lat. 47° north, long 7° west, the squadron was discovered, at 6h. a.m., by the 74-gun ship *Mars*, Captain Robert D. Oliver, the look-out ship of a British squadron of five sail of the line, under Commodore Richard G. Keats, in the *Superb*. The *Mars*, after making known by signal to the commodore the object of her pursuit, crowded sail in chase, and soon after dark lost sight of both squadrons, with the exception of the 64-gun ship *Africa*, which, until 11h. p.m., was seen on her lee-quarter.

Captain Oliver, rightly imagining the enemy would alter the course in the night, bore up a few points, and, at daylight on the 28th, the four frigates were seen on the weather-bow. The sternmost of the four, which was the *Rhin*, being at some distance from her companions, was so rapidly gained on by the *Mars* that the French commodore hove about, and bore up to her support; after which he formed his ships in line of battle ahead on the larboard tack; but, at 3h. p.m. again made all sail, and abandoned the *Rhin* to her fate. The *Mars*, having already run a distance of 150 miles, continued in pursuit, and, at 6h. p.m., in the midst of a heavy squall of wind and rain, was about to open her broadside on the frigate's lee-quarter, when the latter struck her colours. Soon after the *Rhin* was taken possession of, the other three frigates were seen standing to the south-east, and Captain Oliver would have pursued them but for the proximity of the French coast and the dark, squally weather. The *Mars*, on the 31st, rejoined her squadron with the prize. The *Hortense* and *Hermione* succeeded in reaching Bordeaux, and the *Thémis* entered Rochefort.

On the 23rd of August, in the morning, the frigates *Arethusa* and *Anson*, Captains Charles Brisbane and Charles



THE CAPTURE OF THE "POMONA."

Lydiard, cruising off the Havannah, discovered to leeward, and within two miles of the Moro Castle, the Spanish 34-gun frigate *Pomona*, endeavouring to enter the harbour. Finding this, from the strength of the current, to be impracticable, the *Pomona* bore up and anchored two leagues to the eastward of the Moro, in three and a half fathoms of water, and within pistol-shot of the castle, mounting eleven long 36-pounders. Ten gunboats, each mounting a long 24-pounder, with crews of sixty men, immediately put out from the Havannah to the frigate's assistance, and formed ahead as best suited for her defence. At 10h. the *Anson* and *Arethusa* dropped their anchors; the first abreast of the Spanish gunboats, and the *Arethusa* on the starboard quarter of the *Anson*, within pistol-shot of the *Pomona*. After a warm action, which lasted thirty-five minutes, the Spanish frigate struck her colours, and was taken possession of; and the gunboats were all previously sunk or driven on shore by the *Anson's* fire. The castle continued to fire upon the British ships, until an explosion in some part of the battery having taken place, the action ceased.

The *Anson* had not a man hurt, but the *Arethusa* had two seamen killed; and Captain Brisbane, Lieutenant Henry Higman, Lieutenant of marines John Fennell, and twenty-nine seamen and marines wounded. The *Pomona*, out of 347 men, had her captain and twenty men killed, and thirty men wounded. The prize was added to the British navy, under the name of *Cuba*. Although the bulk of her cargo had been landed, enough remained to render the *Pomona* a valuable prize. Lieutenants John Parish, of the *Arethusa*, and Thomas Ball Sullivan, of the *Anson*, were promoted to the rank of commander, the former in November, and the latter in February, 1807, by which time he had acquired still stronger claims to preferment. Swords, each valued at 100 guineas, were voted by the Patriotic Fund to Captains Brisbane and Lydiard; and the naval medal has been granted to the surviving participators.

Batabano and Trinidad, two ports of Cuba, having become the resort of numerous privateers, Vice-Admiral Dacres, the commander-in-chief at Jamaica, despatched Commander George Le Geyt, in the 18-gun ship-sloop *Stork*, having under his orders the 14-gun schooner *Supérieure*, Commander Edward Rushworth, 12-gun schooner *Flying Fish*, and the 4-gun schooner *Pike*, Lieutenants G. Gooding and John Ottley, with orders to attempt the destruction of the marauders. On the 25th of August this squadron sailed from Port Royal, and on the 30th arrived off the Isle of Pines, in which place a schooner was discovered at anchor. This vessel, which was a Spanish guardacosta, of ten guns, was chased and captured by the *Pike*.

As it was found impracticable, from the shallowness of the

water, for the *Stork* to proceed up the bight towards Batabano, then thirty leagues distant, Captain Rushworth was instructed to lighten the three schooners as much as possible, and proceed with them in the execution of the projected service. From the intricacy of the navigation, these vessels did not reach within twenty-two miles of Batabano till the 2nd of September, when they anchored for the night off Point Gonda. At midnight they again weighed, in the hope of getting into the harbour before dawn, but it was broad daylight before this could be effected. Captain Rushworth, taking with him eighteen men lent from the *Stork*, thirty-five from the *Supérieure*, and ten from the *Flying Fish*, then landed two miles to windward of the battery at Batabano, and leaving the men belonging to the *Flying Fish* in charge of the boats, proceeded with the remaining fifty-three men to attack the battery; but they were so impeded in their progress by the marshy and irregular ground, that a party of Spanish troops, lying in ambush, made an attack upon them.

The Spaniards were, however, speedily routed by the advanced division of the British sailors, leaving two of their number dead and one wounded. The alarm had by this time spread in all directions, and the militia and men from the privateers had joined the regulars, when, finding his retreat thus cut off, Captain Rushworth pushed forward, and stormed and gained the fort. The battery mounted six long 18-pounders; and, having spiked these, the British party proceeded to take possession of the vessels in the harbour. These consisted of one felucca, pierced for fourteen guns, but having only one long 18-pounder mounted; a 12-gun schooner, and one French and three Spanish privateers; besides six with cargoes. Having taken entire possession of these, the whole party quitted the port, having only one man badly wounded. Captain Rushworth was assisted in his gallant undertaking by Lieutenants John Russell and James Murray, and Sub-Lieutenants George C. Blake and James Brasier.

In the month of September, a squadron, consisting of six sail of the line and one frigate, under Commodore Sir Samuel Hood, was cruising before Rochefort.

On the 25th, at 1h. a.m., as this squadron, upon the larboard tack, with the wind at north, was stretching in for Chasseron lighthouse, then distant about seven leagues, seven sail were observed to leeward, and, on discovering that the strangers were frigates, the signal was made for a general chase. The ships in view were a French squadron, under Commodore Soliel, from Rochefort, bound to the West Indies, consisting of the 40-gun frigate *Gloire*, *Infatigable*, *Minerve*, and *Armide*, and 36-gun frigate *Thémis*, with the brigs *Lynx* and *Sylphe*.

These ships, finding they were pursued, bore up under all sail, steering south-west. The *Monarch*, being the nearest ship to the enemy, at 4h. a.m., was nearly within gunshot of the sternmost French frigate, which was the *Armide*, and at this time the *Centaur* was eight miles astern of her. At 5h., the *Monarch* commenced firing her bow-chasers, which the *Armide* returned with her stern-chasers. At 6h., the *Infatigable*, being to windward of her companions, hauled up to the north-east, and was pursued by the *Mars*; while the *Thémis* and two brigs bore away to the southward, and, there being no ship at hand to intercept them, effected their escape. The *Gloire*, *Armide*, and *Minerve* kept in close order for mutual support, and at about 10h. a.m. the *Monarch* opened her starboard guns upon the two rearmost, between which ships a warm engagement ensued. In consequence, however, of the heavy swell which prevailed, the *Monarch* was prevented opening her lower-deck ports, and, after twenty minutes' close action, had suffered so severely in her rigging and sails as to be managed with difficulty.

At 11h., the *Centaur* arriving up, discharged her larboard guns at the *Gloire* and *Armide*, and the latter struck to the *Centaur* at 11h. 45m. At about noon the *Minerve*, which ship, since the *Centaur's* arrival, the *Monarch* had engaged, struck her colours; and by this time the *Mars* had overtaken and captured the *Infatigable*. The *Gloire* seeing the fate of her companions, as a last resource hauled up and made sail to the westward, pursued by the *Centaur*. At 2h. 30m. p.m., the *Mars*, having joined in the chase, opened her fire on the *Gloire*, which ship at 3h. surrendered after a very creditable defence. This determined resistance on the part of the enemy occasioned considerable damage to the *Monarch* and *Centaur*. The *Centaur* had a great part of her lower rigging shot away, and her masts and yards wounded in several places; her loss amounted to three men killed, her captain and three seamen wounded.

While Sir Samuel Hood was standing with his right hand on the railing of the quarter-deck, a musket-ball struck him between the wrist and elbow, and passing through that part of the arm, again entered below the shoulder, where it lodged. The arm was so shattered, as to render amputation necessary. The *Monarch* had her main-topgallant-mast shot away, her masts and yards wounded, her sails a good deal cut, and her hull shot in several places. The *Mars* was hulled in several places, but her principal damages were in her sails and rigging.

The *Gloire* measured 1153 tons, *Minerve* 1101, *Armide* 1109, and *Infatigable* 1157 tons. All four ships were added to the

British navy; the *Minerve*, under the name of *Alceste*, and the *Infatigable* under that of *Immortalité*; but the *Gloire* and *Armide* retained their French names.

On the 23rd of October, in the evening, while the 12-gun schooner *Pitt* (ten 18-pounder carronades and two long 6-pounders), commanded by Lieutenant Michael Fitton, was lying at anchor in the mole of Cape St. Nicolas, St. Domingo, two sail were seen from her masthead over the narrow neck of land, the one apparently in chase of the other. The *Pitt* was immediately under weigh, and, it being a dead calm, sweeping out of the mole. At daybreak on the 24th, three schooners were discovered, the largest of which was a privateer of great force, and for this vessel the *Pitt* steered. The privateer hove to, and at 7h. a.m. commenced firing on the *Pitt*; but after half an hour's cannonading, bore up to the westward after the other schooners, which were her prizes. The privateer was one well known to Lieutenant Fitton, and which had been long the scourge of the West-India trade, being the 14-gun schooner *Superbe* (of twelve long 6 and two 8-pounders), commanded by Dominique Diron. The *Pitt* made every effort to close the *Superbe*, and the chase continued throughout the day and night, every man and officer labouring during the frequent calms and light airs at the sweeps, and using every effort to bring the enemy to action.

On the morning of the 25th the breeze freshened, and during the day, the *Superbe* having succeeded in seeing her prizes into Baracoa, again hove to, as if with the intention of engaging the *Pitt*. At 4h. p.m., the *Pitt*, having obtained a situation between the *Superbe* and Baracoa, in which harbour were several other privateers, recommenced the action, at tolerably close quarters; but, after half an hour's firing, the *Superbe* made sail towards Cape Maysi. A third night's laborious chase ensued, all hands constantly at the oars, except those employed knotting the rigging and righting the carronades, which, having been badly fitted, had upset.

On the morning of the 26th the *Superbe*, followed closely by the *Pitt*, rounded Cape Maysi; but desirous of getting into Occoa Bay, where Captain Diron knew there was a detachment of Spanish troops, the *Superbe* was obliged to haul up across the bows of the *Pitt*, in doing which she fired her starboard broadside, and immediately afterwards ran ashore amongst the rocks with her colours flying. The crew of the privateer then took to their boats, and quitted the vessel; which being observed, Lieutenant Fitton sent his boats manned and armed, and took possession of the *Superbe*. The end of a hawser was conveyed on board the prize, and the 14-gun brig *Drake*, Commander Robert Nicholas, having during the morning joined company,

she was, after much exertion, hove off. Out of a complement of fifty-four men and boys, the *Pitt* had two men badly, and six slightly wounded.

The *Superbe's* exact loss was not known, but four of her crew (originally ninety-four) were found dead in her hold, and three mortally wounded. The remainder, including the captain, escaped to the shore; their total loss was understood to have been fourteen, with a proportionate number of wounded, most of whom were conveyed on shore. Thus, after a tedious, but skilfully-conducted chase of sixty-seven hours' duration, was captured one of the most formidable French privateers infesting the West Indies. Her captain was a most experienced and daring freebooter, for few nations were respected by him; and for capture and pillage he could always find a sufficient excuse. The amount of his depredations may be imagined when it is stated that among the papers found on board the *Superbe* was a list of captures, English, Spanish, and American, made by Dominique, to the value of £147,000 sterling.

Lieutenant Fitton, whose health was at the time much impaired by his unwearying exertions on the station, in endeavouring to put down French privateers (not one-tenth part of which have ever been recorded), was on this occasion so worn out by the long and anxious chase that he was wholly unable to write the official letter relative to the capture. The task was therefore performed by Captain Nicholas, and Rear-Admiral Dacres, in forwarding the letter to the Admiralty, made the following strong, but well-merited comment upon the action: "The zeal and perseverance manifested on this occasion, during so long a chase (being upwards of fifty hours at their sweeps, with only two-thirds the number of men the privateer had), the very gallant conduct of, and superior professional abilities displayed by Mr. Fitton, will, I trust, recommend him to the protection of their lordships."

CHAPTER XXVII.

1807.

CAPTURES IN THE WEST INDIES—BRITISH FLEET AT THE DARDANELLES—CAPTURE OF THE DANISH FLEET—GALLANT ACTION BY WINDSOR CASTLE—FIGHTING IN THE EAST INDIES.

THE 38-gun frigates *Arethusa* and *Latona*, Captains Charles Brisbane and James Athol Wood, and 44-gun frigate *Anson*, Captain Charles Lydiard, sailed from Port Royal, Jamaica, on the 29th of November, 1806, with orders from Vice-Admiral Dacres to reconnoitre the island of Curaçoa. On the 22nd of December, the squadron reached the west end of Aruba Island,

a dependency upon Curaçoa, and the three frigates having anchored here, and having been joined by the 38-gun frigate *Fisgard*, Captain William Bolton, Captain Brisbane resolved to attack the island, and made arrangements accordingly. Different duties were apportioned to each captain, officer, and man; and, the better to prevent confusion, the men of each ship's company were ordered to wear some known mark of distinction, so conspicuous as to be easily recognised. On the 28th, the four frigates weighed, Captain Brisbane having determined to make the attack on New Year's Day, the eve of which it is customary for the Dutch to pass in conviviality.

On the 1st of January, at 1h. a.m., the squadron arrived off the port, and having hoisted out the boats, bore up, the *Arethusa* leading, followed in close order by the *Latona*, *Anson*, and *Fisgard*. The entrance to the harbour of Curaçoa is about fifty fathoms wide, defended by strong fortifications, of which Fort Amsterdam, on the right hand, mounted sixty pieces of cannon in two tiers. Athwart the harbour, which nowhere exceeds a quarter of a mile in width, were the Dutch 36-gun frigate *Halstaar*, Captain Cornelius J. Evertz; 20-gun corvette *Surinam*, Captain Van-Nes; and two armed schooners. A chain of forts on Misselburg Height, and Fort République, situated on a high hill, within half gunshot, commanded the whole harbour.

At daylight the *Arethusa*, with a flag of truce at the fore, entered the port; but the Dutch forts and shipping, taking no notice of the flag, opened a smart but ineffective fire. The wind veering to the northward, checked the further progress of the *Arethusa*; but in a few minutes it again shifted to the north-east, enabling the three leading frigates to sail up the harbour, and which, after some little delay, anchored close to the forts and shipping; but the *Fisgard* unfortunately took the ground on the west side, and remained fast. Captain Brisbane, the jib-boom of whose ship was over the wall of the town, then wrote the following summons on the capstan-head, which he despatched to the governor:—

"The British squadron are here to protect, not to conquer you; to preserve to you your lives, liberty, and property. If a shot is fired at any one ship of my squadron, after this summons, I shall immediately storm your batteries. You have five minutes to accede to this determination."

As no notice was taken of this summons, the flag of truce was hauled down, and at 6h. 15m. a.m. the British squadron opened fire. After the third broadside, Captain Brisbane, heading his men, boarded and carried the Dutch frigate, and the *Latona*, warping alongside, took possession of her; and at the same time Captain Lydiard, with a party of the *Anson's* men, boarded and secured the *Surinam*. Captains Brisbane

and Lydiard then proceeded at 7h. 30m. to storm Fort Amsterdam, which was garrisoned by 270 regular troops. Some of the British broke open the sea-gate with crowbars, while others scaled the walls; and in about ten minutes the fort was carried, and with equal facility two minor forts, the citadel, and the town.

The captains with part of the men then returned to their ships, and opened a fire on Fort République, while 300 seamen and marines departed to attack it in rear. At 10h. a.m. the British flag was hoisted on Fort République, and by noon the whole island of Curaçoa had capitulated. This daring enterprise was accomplished with no greater loss than two seamen killed and five wounded, belonging to the *Arethusa*; *Latona*, one killed and two wounded; and seven wounded of the *Anson's* crew. Total, three killed and fourteen wounded. The only spar shot away was the spritsail-yard of the *Arethusa*. The *Halstaar* had her captain and two men killed and three badly wounded; the *Surinam*, one killed, her captain and three wounded; the schooner *Flying Fish*, one killed and one wounded. The loss on shore is stated to have amounted to 200 in killed and wounded; but it was only the admirable plans of Captain Brisbane and the vigour and ability of the attack that prevented a loss of life infinitely greater. Captain Brisbane was knighted for this achievement, and all four captains received gold medals commemorative of the brilliant service performed.

France having obtained a powerful influence in the councils of the Sublime Porte, and induced that monarch to take some steps inimical to the interests of Great Britain and other Powers, a squadron was ordered to Constantinople, under command of Vice-Admiral Sir John Thomas Duckworth. On the 19th, the squadron, consisting of nine sail of the line and two mortar-vessels, passed the Dardanelles, exposed to a heavy fire from the forts on each side.

The only return made to this heavy cannonading was by the mortar-vessels, which threw shells at the forts. The squadron passed the Dardanelles with the loss of six men and fifty-one wounded.

A little above the Castle of Abydos, towards Point Pesquies, was a Turkish squadron, consisting of one 64-gun ship, four frigates, four corvettes, and four smaller vessels, which, having opened fire upon the British, was attacked by Sir Sidney Smith, with the *Pompée*, *Thunderer*, *Standard*, *Endymion*, and *Active*, while the vice-admiral with the remainder stood on for the anchorage three miles distant. Sir Sidney Smith with his squadron anchored within musket-shot of the Turkish ships, lying immediately under a redoubt on Point Pesquies, mounted with thirty-one heavy guns.

At 10h. a.m. the British ships opened their fire, and in half an hour the 64-gun ship, bearing the rear-admiral's flag, ran on shore on the Asiatic side; and this example was in a short time followed by all the squadron, except one corvette and a gunboat, which remained and were taken possession of. As the redoubt continued its fire upon the British ships, Sir Sidney next turned his fire in that direction, and as a few shells judiciously thrown dispersed the Asiatic troops, Lieutenant Mark Oates, with the *Pompée's* marines, landed and took possession of their standard. The redoubt was quickly carried, and, setting fire to the gabions and spiking the guns, eight of which were brass, to throw large marble balls, the boats returned to their ships. The anticipated explosion of the Turkish line of battle ship, which the *Repulse*, by signal from the commander-in-chief, was assisting to destroy, obliged the boats to return before completing the demolition of the redoubt.

The loss sustained by the British squadron under Sir Sidney Smith amounted to three seamen and one marine killed, and thirteen men wounded, belonging to the *Thunderer*; five seamen of the *Pompée* wounded; one officer and five seamen of the *Standard*, and one marine belonging to the *Endymion*, wounded; making a total of four killed and twenty-six wounded.

This service effected, Sir John Duckworth proceeded to within eight miles of Constantinople, and anchored off the Prince's Islands. Here British success terminated; for much valuable time was frittered away in useless menacing letters and proclamations, which proving of no avail in the absence of active proceedings, the squadron on the 1st of March began to retreat.

On the 3rd of March the squadron having on the preceding night anchored off Point Pesquies, weighed at 7h. 30m. a.m., and at 8h. 15m. bore up with a fresh wind from north-east, and the ships proceeded through the strait in the same order as they went up; except that the *Active* was ahead of the *Endymion*, and that the latter, instead of the *Standard*, had the *Meteor* in tow. On approaching the Castle of Abydos, Sir John Duckworth ordered the *Royal George* to salute (!) the batteries, not with cannon shot but blank cartridge; probably thinking in this way to propitiate the Turks, who with lighted matches were ready to open fire on the ships as they passed. This waste of powder was responded to by marble shot and iron shells, which the British ships returned. The defences of the Dardanelles had been considerably improved since the squadron had passed up, and consequently the ships did not escape with equal impunity.

The *Canopus* had her wheel shot away, and her hull much damaged; but escaped with the loss of only three seamen

wounded. The *Repulse* was struck by a stone shot from the Asiatic side, which entered under the poop-deck, killing ten and wounding one lieutenant of marines and nine men. This shot also badly wounded the mizenmast, broke and carried away the wheel, and caused much other damage. The *Royal George* sustained some damage to her rigging, and a large stone-shot stuck fast in her cutwater; her loss amounted to three men killed and twenty-seven wounded. The *Windsor Castle* received a stone-shot weighing 800 lbs., which cut her mainmast three parts through, killed three, and wounded thirteen men. The *Standard* was struck by a shot from the *Castle of Sestos*, weighing 770 lbs. and of the extraordinary size of twenty-six inches in diameter, which, entering the lower deck, killed four men and caused an explosion of the cartridge-boxes which badly wounded one lieutenant, forty seamen, and six marines. An alarm of fire caused four other men to leap overboard, which made her total loss eight killed or drowned and forty-six wounded.

The *Pompée* escaped untouched; but the *Thunderer* was much damaged, and had two seamen killed, and one lieutenant, one midshipman, ten seamen, and two marines wounded. A stone-shot of 800 lbs. weight struck the *Active*, and passing through her side lodged on the orlop-deck. Captain Moubray, on looking over the side, observed two of his crew at the same moment thrusting their heads through the hole made by it! The *Active* had eight men wounded; the *Endymion*, three men killed and nine wounded; and the *Meteor*, eight wounded. Total: twenty-nine killed and 138 wounded. The total loss incurred in this expedition amounted to forty-six killed and 235 wounded.

The attack upon Constantinople was succeeded by an expedition to Egypt; and Alexandria was taken possession of on the 22nd of March by a squadron consisting of the 74-gun ship *Tigre*, Captain Benjamin Hallowell; 38-gun frigate *Apollo*, Captain Edward Fellowes; and 16-gun brig *Wizard*, Commander Edmund Palmer; which convoyed a fleet of transports, having on board 5000 troops under Major-General Frazer. In the harbour of Alexandria were found two Turkish frigates and one corvette, one mounting forty guns, the second thirty-four, and the corvette sixteen guns, all of brass.

On the 19th of July, in consequence of the treaty of Tilsit, a demand was made by Great Britain for the surrender of the Danish fleet, which was required to be delivered up and to be carried to England, under a solemn promise of its restoration at the conclusion of a general peace. On the 26th of July, Admiral James Gambler sailed from Yarmouth Roads with seventeen sail of the line, twenty-one frigates, sloops, bombs, etc.

After an interview between the Crown Prince of Denmark

and Mr. Jackson, the British plenipotentiary, the former having given a decided refusal to submit to the propositions of the British Government, measures were resorted to to obtain possession of the Danish fleet by force. By this time the 64-gun ship *Agamemnon*, Captain Jonas Rose, had arrived with the transports and frigates, and the force before Copenhagen consisted of twenty-five sail of the line, forty frigates, and troops, principally German, under the command of General Lord Cathcart, to the number of 27,000.

On the 14th of August, his Danish majesty quitted the capital for Colding, in Jutland, intrusting the defence of the city to Major-General Peiman. The population in the city and suburbs of Copenhagen was estimated at 100,000 souls, and the military and naval force, including militia, amounted to about 12,000 men. The main body of the Danish army, about 30,000, was encamped in Holstein.

The defences of Copenhagen consisted of the *Trekronen* battery, built on piles, about 2000 yards from the mouth of the harbour (or river, which runs through the centre of the town), mounting sixty-eight guns besides mortars; the citadel, mounting twenty guns and four mortars; and the arsenal battery, mounting fifty guns and twelve mortars. Total: 174 guns (for the most part long 36 and 24-pounders) and twenty-five mortars.

In front of the harbour were moored the block-ship *Mars*, of sixty-four guns; four prames, each mounting twenty long 24-pounders; two floating batteries; and twenty-five or thirty gun-boats, each mounting two heavy long guns. In the arsenal, afloat, were sixteen sail of the line and twenty-one frigates, but which, for the most part, were in an unserviceable state, and three 74-gun ships, which were on the stocks. Two other ships of the line were in ports of Norway.

On the night of the 12th the 32-gun frigate *Frederickscoarn*, which was lying at *Elsineur*, slipped her cable, and steered for Norway; upon which Admiral Gambier directed Captain Ekins, in the 74-gun ship *Defence*, with the 22-gun ship *Comus*, Captain Edmund Heywood, to pursue the Danish frigate. The *Comus* being ordered by Captain Ekins to make sail in advance, at 6h. 30m. a.m. on the 14th, discovered the Danish frigate nearly ahead. At noon, the *Frederickscoarn* was five miles distant from the *Comus*, and the *Defence* seven miles astern of the latter. At 6h. p.m., a light easterly breeze springing up, the *Comus* gained considerably on the chase, and about midnight had arrived within hail, when Captain Heywood, hailing the Danish frigate, requested her captain to heave the ship to.

This being refused, a musket was fired from the *Comus*,

which was returned by a shot from the stern-guns of the *Frederickscoarn*. The *Comus* then bore up, and, passing under the stern of the Danish frigate, fired a broadside within pistol-shot distance. The action became warm on both sides, and continued forty-five minutes, when the *Frederickscoarn*, from the disabled state of her rigging, fell on board the *Comus*. She was immediately boarded, and, after a slight resistance, carried. The boarders were headed by Lieutenants George Edward Watts and Hood Knight. The *Comus* sustained very little damage, and only one of her crew was wounded. The *Frederickscoarn* suffered considerably in rigging, masts, and yards, and had twelve men killed and twenty wounded. The *Comus* mounted twenty-two long 9-pounders on the main-deck, and eight 24-pounder carronades, and two long nines on the quarter-deck and forecastle, with a crew of 145 men. The *Frederickscoarn* was armed with thirty-two long 12 and 6-pounders, and six 12-pounder carronades, so that had these two ships met under different circumstances, the advantage would have been greatly on the side of the Danish frigate; and, as it was, the result redounded much to the credit of Captain Heywood, his officers and crew.

Much time was necessarily consumed by the land forces in constructing batteries, during which the small vessels of the British fleet rendered important services in checking the annoyances of the Danes. On the 23rd of August, while thus employed, the inshore squadron, consisting of 18-gun sloops *Hebe*, *Cruiser*, and *Mutine*—Commanders Edward Ellicott, Pringle Stoddart, and Hugh Steuart—four mortar-vessels, and eight gun-brigs, were warmly attacked by the batteries, prames, and gunboats, and the British vessels, armed principally with carronades, being unable to make an adequate return, retired out of gunshot.

On the 31st of August, the advanced squadron was again exposed to an attack from the batteries, prames, and gunboats, in the course of which an armed transport was blown up, by which catastrophe her master and nine seamen were killed and nineteen seamen were wounded. At length, on the 2nd of September, the preparations being completed, and the terms proposed again refused, the British batteries opened fire upon the town and forts of Copenhagen, into which the mortar-vessels threw shells. The bombardment continued with little intermission till the evening of the 5th, when Major-General Peiman sent out a flag of truce.

Major-General Sir Arthur Wellesley, Captain Sir Home Popham, and Lieutenant-Colonel Sir George Murray were appointed to settle the terms of capitulation, having for its basis the surrender of the Danish fleet. On the 6th, the articles of

capitulation were drawn up, and on the morning of the 7th signed and ratified by the respective parties. By this arrangement the British were to be put in possession of the citadel and of the ships of war and their stores; but within six weeks from the date of the capitulation, the citadel was to be restored, and the island of Zealand evacuated by the British; in the meantime all hostilities were to cease, and all property and prisoners taken on either side to be given up.

The loss of the British from the commencement of hostilities amounted to four officers, one sergeant, and thirty-seven rank and file killed; six officers, one sergeant, 138 rank and file wounded; one sergeant and twenty-three rank and file missing; making, with the casualties of the navy, a loss of fifty-six killed, 175 wounded, and twenty-five missing.

The Danes in the different skirmishes outside the city lost about 250 in killed and wounded, and above 1500 within the fortifications, consisting of men, women, and children, which latter it was in the Danish general's power to have averted had he made use of the numerous opportunities afforded for removing them. One church and above 300 houses were destroyed. The arrangements in the arsenal in respect to the ships' stores were so good, that in the space of nine days fourteen sail of the line were equipped and towed from the harbour into the road, notwithstanding that several ships underwent considerable repairs in that time.

It was reported that the Crown Prince, while at Kiel, sent an order to Major-General Peiman to burn the fleet in the event of his being compelled to surrender the town; but that the messenger was intercepted by some British patrols, who destroyed the despatches.

The Danish fleet brought away from Copenhagen by the British armament comprised nineteen sail of the line, six frigates, and thirteen other vessels.

On the 21st of October, the fleet sailed from Copenhagen in three divisions. In going down the Sound, the 80-gun ship *Neptunos* grounded on a sand-bank, near the Island of Huen, and although every exertion was used, the ship could not be got off, and was destroyed. On entering the Cattegat, the weather became stormy, and all but three of the Danish gun-boats were destroyed. At the end of the month the fleet and the remainder of the prizes arrived in Yarmouth Roads and the Downs. Only four of the line of battle ships taken from the Danes—*Christian VII.*, *Dannemark*, *Norge*, and *Princesse Carolina*—were, on being surveyed, found fit for active service; and the most valuable part of the seizure at Copenhagen consisted in the naval stores. Exclusive of the stores shipped on board the fleet and prizes, ninety-two transports, measuring upwards of

20,000 tons, were deeply laden with them. The thanks of Parliament were voted to the army and navy employed in this successful expedition.

On the 1st of October, as the Windsor Castle, Leeward Island packet, William Rogers commander, was in lat. 13° 53' north, long. 58° 1' west, on her passage to Barbadoes, a privateer was seen early in the morning approaching under all sail. At noon the schooner hoisted her colours, and opened fire, which was returned from the chase-guns of the Windsor Castle. The privateer having arrived alongside and grappled the packet, her crew endeavoured to board, but were repulsed with the loss of ten men killed and wounded. The privateer then cut loose from her grapplings, and endeavoured to sheer off, but the mainyard-arm of the packet being entangled with the schooner's rigging, held her fast. About 3h. p.m., one of the packet's carronades, loaded with grape and musket balls, was brought to bear, and fired with great effect on the enemy's deck, just as her men were about to make a second attempt to board.

Witnessing the havoc caused by this discharge, the commander of the packet, followed by only five men, leaped upon the schooner's deck, and driving the remaining Frenchmen from their quarters, compelled the privateer to surrender. The Windsor Castle mounted six long 4-pounders, with two 12-pounder carronades; and her crew consisted of twenty-eight men and boys, of which number three were killed and ten severely wounded; her mainyard and mizenmast were shot away, and her rigging considerably damaged. The privateer was the *Jeune Richard*, and mounted six long 6-pounders, and one long 18-pounder on a pivot, with a crew consisting of ninety-two men, of whom twenty-one were killed and thirty-three wounded. The Windsor Castle proceeded to Barbadoes with her prize; and one more gallantly won it has rarely been our lot to record.

The frigates *Caroline* and *Psyché*, Captains Peter Rainier and F. B. R. Pellew, having been despatched by Sir Edward Pellew, commander-in-chief of the East India station, in search of two Dutch line of battle ships which had escaped the previous year from Batavia, arrived off Point Panka, Java, on the 29th August. It was then ascertained that the two ships *Pluto* and *Revolutie* were lying in the harbour of Griesse in a bad state of repair. The *Caroline* parted company in chase, and the *Psyché* anchored at Samarang. On the night of the 31st, the *Psyché's* boats, commanded by Lieutenant Lambert Kersteman, assisted by Charles Sullivan, midshipman, boarded, and gallantly brought out two vessels at anchor in the road, although defended by the batteries of the town, an 8-gun schooner, and a large merchant brig. Having collected the boats and destroyed

the prizes, the *Psyché* on the following morning (September 1st) chased two ships and a brig which had been at anchor outside.

The pursuit continued till 3h. 30m. p.m., when the strangers bore up for the land, and ran ashore about nine miles to the westward of Samarang, in a position to open upon the *Psyché* a heavy fire. The *Psyché* anchoring in three fathoms water, brought her broadside to bear upon the enemy. In a short time the *Resolutie*, armed merchant ship, surrendered, and just as the boats were ordered out to board the second ship—the Dutch national 24-gun corvette *Scipio*—she also struck. The brig was the *Ceres*, in the Dutch East India Company's service, mounting twelve guns, and having a crew of seventy men, which also surrendered. The three vessels were got off without damage, and the *Scipio* was taken into the service, and named the *Samarang*.

CHAPTER XXVIII.

1808.

A SERIES OF GALLANT MINOR ACTIONS—A FIGHT WITH THE TURKS—BATTLE WITH THE RUSSIANS—OTHER MINOR ACTIONS.

ON the 4th of March the 18-pounder 36-gun frigate *San Fiorenzo*, Captain George Nicholas Hardinge, sailed from *Pointe de Galle*, Ceylon, on her return to Bombay. On the 6th, at 7h. a.m., being off Cape Comorin, the French 40-gun frigate *Piémontaise*, Captain Epron, was discovered on the starboard beam, bearing north-east, and making sail after four East India ships, passed shortly before by the *San Fiorenzo*. The *San Fiorenzo* hauled to the wind, and stood inshore, when the *Piémontaise*, finding herself pursued, bore up and made all sail, followed by the British frigate. Having made the private signal, which remained unanswered, the *San Fiorenzo* hoisted her colours. The pursuit continued until 11h. 40m. p.m., at which time the British frigate, on the larboard tack, ranged up alongside the *Piémontaise* to leeward, and a spirited action, at 200 yards' distance, took place; but which continued only for about ten minutes, when the French frigate made sail ahead.

The *San Fiorenzo*, which in this short engagement had only three of her men wounded, also made sail, and at daylight on the 7th had gained so much on her opponent that the latter, finding an action unavoidable, hoisted her colours, and wore across the bows of the British ship in order to bring her broadside to bear. At 6h. 20m. a.m., the *San Fiorenzo* having also wore, the *Piémontaise* fired her broadside, and the engagement continued at point-blank distance until 8h. 15m., when the *Piémontaise* ceased firing, and bore up, leaving her antagonist

with her main-topsailyard cut in two, main-royalmast shot away, and her standing and running rigging so much cut as to disable her for the time from making sail in chase. The San Fiorenzo's loss on this day amounted to eight seamen and marines killed and fourteen wounded.

Her damages being repaired, the San Fiorenzo was again under a crowd of sail in pursuit of the *Piémontaise*, of which she managed to keep sight during the night, and at daylight on the 8th the enemy was about four miles distant, bearing east. At 9h. a.m. the San Fiorenzo bore up under all sail for the *Piémontaise*, which ship did not on this occasion appear desirous of avoiding an action; but perceiving that the intention of the British frigate was to gain the weather gage, the *Piémontaise* hauled to the wind and tacked. At 4h. p.m. the two ships, passing on opposite tacks within eighty yards, recommenced the action, and at the second broadside a grape-shot killed Captain Hardinge, when the command of the San Fiorenzo devolved on Lieutenant William Dawson. The *Piémontaise* having reached her opponent's beam, wore round, and a close engagement ensued, which lasted till 5h. 49m., when her rigging and sails being cut to pieces, and her lower masts and bowsprit badly wounded, the French ship surrendered, in token of which some of the crew waved their hats. The loss of the San Fiorenzo in the third day's action amounted to five, including the captain killed, and Lieutenant George Moysey (severely), and seven men wounded; total in three days: 13 killed and 25 wounded. The *Piémontaise* had on board 200 lascars and prisoners, which augmented her crew to 566 men, of whom forty-eight were killed and 112 wounded. The San Fiorenzo, when she commenced the action, mustered only 186 men and boys at quarters.

According to the *Gazette* letter, the *Piémontaise* mounted fifty guns—long 18-pounders on the main deck, and 36-pounder carronades on the quarter-deck and fore-castle. The metal of the San Fiorenzo, though not equal to this, was such as would have rendered her, had she been fully manned, an eligible opponent for the French frigate; but with her reduced and sickly crew, the advantage possessed by the enemy was very great.

On the 9th, all three lower masts of the prize fell over the side; but being taken in tow by the British frigate, the two ships on the 13th anchored in the Roads of Colombo, amidst the cheers and congratulations of all present. At this place the remains of the noble Hardinge were interred with all the honours which could be observed. The *Piémontaise* was added to the British navy under the same name, as an 18-pounder 38-gun frigate. A sword of 100 guineas' value was presented to

Lieutenant Dawson by the Patriotic Fund in testimony of his gallant and skilful conduct on the death of his captain. The naval medal was also granted, in 1847, to the surviving participants.

The 12-pounder 36-gun frigate *Nymphe*, Captain Conway Shipley, and 18-gun sloop *Blossom*, Commander George Pigot, cruising off Lisbon, obtained intelligence that the 20-gun brig *Garotta*, fitted out by the French, and manned with 150 men, was lying above Belem Castle, ready for sea. Captain Shipley himself rowed into the Tagus in the night to reconnoitre her position, and having ascertained it, determined to attempt her capture. The boats of both ships, under the command of Captain Shipley, after making two attempts to proceed on this service, on the night of the 23rd of April, put off from the *Nymphe*, at 9h. p.m. The whole force comprised eight boats and 150 officers and men, in two divisions; the larboard division consisted of the *Nymphe's* gig, Captain Shipley; her large cutter, Lieutenant Richard Standish Haly; launch, Lieutenant Thomas Hodgkinson; and barge, Michael Raven, master's mate. The other division included the *Blossom's* gig, Commander Pigot; the first cutter, Lieutenant John Undrell; launch, Lieutenant William Cecil; and the *Nymphe's* small cutter, Thomas Hill, master's mate.

To prevent separation, orders were given for the boats to tow each other until discovered by the enemy, when they were to cast off and make the best of their way alongside—the larboard division to board on the larboard side, and the starboard division on the starboard side. As in the event of success the captors might have some difficulty in avoiding the dangerous shoals, Henry Andrews, master of the *Nymphe*, was stationed in the jolly-boat upon the northern extremity of the South Catchop, near Bogue Fort, to hoist a light on the approach of the brig.

The boats reached the entrance of the Tagus in good order, near the top of high water; but Captain Shipley, anxious to secure a good tide to bring off the prize, waited until the ebb slackened, hoping to board before the ebb made strong. Unhappily, the flood had no sooner ceased than a fresh in the river, caused by the heavy rains, came down at the rate of six or eight miles an hour. The boats, however, at about 2h. 30m. a.m., got within hail of the brig (which was lying moored close under the guns of Belem Castle, having in addition, and for her protection, a heavy floating battery), and the signal was given to cast off and proceed to board. In an instant the gallant Captain Shipley, in his gig, darted from his companions, and, in a few minutes, having jumped into the fore-rigging of the *Garotta*, was in the act of cutting away the boarding-netting,

when he received a musket-ball in the forehead and fell dead into the river.

The captain's brother, Mr. Charles Shipley, a volunteer on the occasion, immediately ordered the men to shove off in the gig, and endeavour to pick up the captain. In dropping astern, the gig unfortunately got foul of the cutter, Lieutenant Haly, then in the act of boarding on the larboard quarter; the cutter, in her turn, dropped foul of the launch, and all three boats fell foul of a caulking stage moored astern of the brig. The cutter, having got clear of the other boats, then endeavoured to regain her station alongside the brig; but, the tide coming down like a sluice, this was found utterly impossible, and the boats were obliged to yield to it and relinquish the enterprise. One seaman was killed in the cutter, and William Moriarty, midshipman, and one marine wounded. The starboard division did not get near enough or make any attempt to board.

The body of the brave Captain Shipley was shortly afterwards washed on shore and recovered, when it was found that his wound was quite sufficient to have caused his death, and that it was not in any degree accelerated by his having fallen overboard. The loss of Captain Shipley was deeply deplored. "No man ever possessed in a greater degree," says a writer in the *Naval Chronicle* (vol. xx. p. 289), "the power of inspiring all whom he commanded with sentiments similar to his own; what those sentiments were, his life, short, alas! as it was, and his glorious fall, have revealed."

Towards the close of the year 1807, Vice-Admiral Lord Collingwood appeared with his fleet off the Dardanelles, and entered into an understanding with the Sublime Porte that no Turkish ships of war were to cruise in the Ægean Sea, and that no tribute was to be exacted from the inhabitants of the Greek islands. In order to enforce the observance of the compact on behalf of the Greeks, on quitting the Archipelago, his lordship ordered the 38-gun frigate Seahorse, Captain John Stewart, to cruise in the neighbourhood. A band of Epirots, formerly in the service of Russia, but which, by the treaty of Tilsit, were no longer required, had, it appeared, taken possession of two small islands, at the entrance of the Gulf of Salonica, called Dromo and Saraguino, from which, having large boats, they laid the coasts as far as the Dardanelles under contribution, and captured all vessels bound to Constantinople; thereby intercepting the tribute from those places (which was principally paid in corn) on its way to the Turkish capital.

Upon pretence of crushing these marauders, Captain Stewart was applied to by the Turkish authorities, to know if he would interfere with any squadron sent down the Dardanelles for that purpose; but Captain Stewart, aware that his compliance with

this departure from the terms of the agreement would be taken advantage of, replied that he would repel with all his force any attempt made in violation of the existing treaty.

The Porte, however, understanding that the Seahorse was the only British ship of war in the Archipelago, despatched a squadron of two frigates, two corvettes, two mortar-vessels, and some xebecks, upon the service in view, which at the latter end of June anchored off Dromo. A party having landed from the squadron, surrounded the pirates' town, which was situated on a peak of the island. The freebooters, in this dilemma, had the thought to despatch one of their boats to Sira, near Tino, where the Seahorse was at anchor, to acquaint Captain Stewart with the circumstances.

On the 1st of July the boat arrived alongside the Seahorse, and Captain Stewart immediately gave orders to weigh, directing his course towards Dromo. On the 5th of July, at 5h. 45m. p.m., two ships and a galley were discovered from the Seahorse, between the islands Scopolo and Dromo, and standing to the southward, which were soon made out to be Turkish ships of war.

One of these was the *Badere Zaffer*, bearing the broad pendant of Commodore Scandril, which was a very fine ship of 1300 tons, mounting on her main deck thirty brass guns, of three different calibres, as follows: in midships on each side was a French 36-pounder, and next to it, forward and aft, were four 24-pounders, the remaining ten being 18-pounders, and on the quarter-deck and forecastle were twenty-two long 12-pounders, also of brass; total, fifty-two guns. The crew numbered 543 men. Her consort was the *Ali Fezan*, and mounted twenty-four long brass 12-pounders, on the main deck, and in midships on the upper deck two mortars were placed, which of course were of no service in her approaching contest; her crew consisted of 230 men. The Turkish commodore did not offer to retreat, but, confident in his strength, continued the same course and hoisted no colours.

At 9h. 30m. p.m., the Seahorse having arrived on the weather-beam of the *Badere Zaffer*, shortened sail, and, through the medium of his Greek pilot, Captain Stewart hailed the Turkish commodore, and ordered him to surrender the ship to a British frigate. A direct refusal being returned, the broadside of the Seahorse, double-shotted, was fired into her, which was quickly responded to by the *Badere Zaffer*. With a light air of wind a little abaft the starboard beam, the two ships continued to engage with great animation, but the *Badere Zaffer* gradually edged off the wind to close with her consort, then about two miles on her larboard beam.

Having effected a junction with the *Ali Fezan*, the helm

of the *Badere Zaffer* was put hard a-port, in order to lay the *Seahorse* (which had continued to keep her station on the weather beam of her enemy) on board; but as this mode of warfare was not to be preferred, in consequence of the large number of men in the Turkish ship, the *Seahorse* also hauled sharp up, and, having sufficient way, crossed the bows of her enemy, whose sails were all aback and in much confusion. A most destructive raking fire was poured into her in passing, after which the *Seahorse* tacked and bore up with the intention of again closing the *Badere Zaffer*, which had by this time got before the wind.

The *Ali Fezan*, however, was at about 10h., observed coming up on the weather-beam, upon which the *Seahorse* again hauled up, and, passing astern of this new opponent, poured in her starboard broadside with great precision and effect. The *Seahorse* then bore up, and continued firing into the *Ali Fezan* for about ten minutes, when an explosion took place near her fore hatchway. The *Seahorse* continuing to pursue the larger opponent, the *Ali Fezan* availed herself of the earliest opportunity, and, hauling her wind, made sail towards *Pelagnisi*, which port she reached in great distress.

At about 10h. 35m. the *Seahorse* ranged up on the larboard beam of the *Badere Zaffer*, and, shortening sail, renewed the action, both ships being now before the wind. At 11h. the Turkish commodore made another attempt at boarding, but the British crew were too expert, and the *Seahorse* again crossed the bows of the *Badere Zaffer*; but so close were the two ships on this occasion that the jib-boom of the Turkish ship grazed the mizen-rigging of the *Seahorse*, and carried away the vangs of her gaff. The forecastle and bowsprit of the *Badere Zaffer* were at this time observed to be crowded with men in expectation of boarding, and amongst these the aftermost carronades of the *Seahorse* were fired with great effect.

In a short time the action was renewed, the *Seahorse* being then on the starboard side of the enemy, and the former continued to pour in broadside after broadside, until the Turkish guns were silenced. The Turkish frigate, although repeatedly hailed, returned no answer; and at length, about 1h. a.m. on the 6th, the *Seahorse* ceased firing upon her sullen foe, having so crippled her masts and yards, and her topmasts being shot away, that escape was impossible. The *Seahorse* then brought to on the larboard quarter of her enemy to repair the damages to the rigging, and also to refresh the crew, whose continual exertions had been very trying.

At daylight the *Seahorse* passed under the stern of the *Badere Zaffer*, which was steering before the wind under the remains of her foresail. Receiving no answer to his hail, Cap-

tain Stewart ordered another broadside to be fired into her, and was about to repeat it, when the Turkish flag was hauled down. This act, it appears, had been performed without the sanction of the Turkish commodore, who, sitting in his chair, which was placed on a sort of wooden awning or shed, erected over the quarter-deck, gave orders for his men to continue the fight. But his officers, aware of the impossibility of escape, making prisoner of the stubborn chief, surrendered the ship, who was shortly afterwards taken on board the Seahorse.

"Apparently unacquainted with the forms of civilised warfare," writes Mr. James, "Scandril had no idea of delivering up his sword in token of submission, and when told that he must do so, the Mahometan commander complied with great reluctance, observing, as his eyes bent upon the forfeited weapon, 'that it was a Damascus blade of great value'."

Had the Turks once succeeded in gaining the deck of the Seahorse, their numbers would have rendered them formidable, and although they would doubtless in the end have been beaten off, yet it must have been attended with great loss to the British; the watchful care, therefore, of the master, Thomas Curtis, which defeated the movements of the enemy, deserve every praise, and great honour is due to Captain Stewart, his officers and crew. The loss on board the Seahorse consisted of five men killed and ten wounded, and her masts were wounded, but immaterially. The carnage on board the Turkish ship was awful, 170 men were killed and 200 wounded; and so much was the ship shattered that it was with difficulty she could be kept afloat. She however reached Malta, but, on being surveyed, was found to be badly put together and unfit for the British navy. The Patriotic Fund voted Captain Stewart a sword, value 100 guineas. The naval medal is granted for this action.

England having become involved in a war with Russia, in consequence of the treaty of Tilsit, which united Russia and Denmark in a league with France, a large force was rendered necessary in the Baltic, and a fleet of eleven sail was despatched thither under the command of Vice-Admiral Sir James Saumarez. More than 200 sail of transports, containing 14,000 troops, under the command of Sir John Moore, accompanied the fleet; but these were principally intended to assist Sweden, the ally of England, against Denmark; but not being required, they returned very shortly to England.

On the 19th of August, a Russian fleet of nine sail of the line, three 50-gun ships, and eight frigates and smaller vessels, in all twenty-four sail, under the command of Vice-Admiral Hanickoff, anchored in Hango Bay, a port of Swedish Finland. On the 20th, Rear-Admiral Sir Samuel Hood, in the 74-gun ship

Centaur, Captain Webley, accompanied by the *Implacable*, Captain Thomas Byam Martin, joined the Swedish squadron of seven sail of the line and four frigates in *Oro Roads*, and on the same afternoon the Russians made their appearance in the offing, and anchored at no great distance from the roadstead, where they continued cruising off and on for several days. On the 22nd of August four sail joined the Swedish squadron, which then amounted to eleven sail of the line; but unfortunately more than a third of the crews of the ships were on the sick list with the scurvy. On the 23rd, the Russians, assuming a threatening attitude, stood close into *Oro Roads*, with a fine breeze from west-south-west, but again stood off without making any attack.

On the 25th, at 6h. a.m., the Swedish fleet, accompanied by the *Centaur* and *Implacable*, weighed, with a fresh breeze from north-east, in pursuit of the Russians, which, at 9h., were discovered, in number twenty-three sail—*Hango Head* bearing south-east. Having despatched one ship to *Carlsrona* with the sick, the Anglo-Swedish fleet consisted of twelve sail of the line and five frigates, mounting in all 1156 guns, while the Russian force, already described, mounted 1118 guns. Although there was nothing, therefore, on the score of comparative force to cause the Russians to decline the combat, they made every endeavour to escape. By 8h. p.m. the two British ships were five miles to windward of the Swedes, and at 4h. on the following morning this distance was doubled, the *Implacable* being two miles to windward of the *Centaur*, and not more than five miles from the *Sewolod*, the sternmost ship of the enemy. At 4h. 30m. this ship, commanded by Captain Roodneff, being at some distance astern and to leeward of her own fleet, crossed the bows of the *Implacable* on the starboard tack. At 6h. 30m. they again crossed on opposite tacks, and a quarter of an hour afterwards crossed a third time, when the Russian opened fire.

At 7h. 30m., the *Implacable*, having again tacked, ranged up alongside the *Sewolod* to leeward, and so vigorous a cannonading was kept up by the former that in less than half an hour the Russian, whose colours had been shot away and not re-hoisted, ceased firing, and hauled down her pendant. At this moment the Russian admiral was observed within two miles of the *Implacable*, bearing down to the rescue of the *Sewolod*, and Sir Samuel Hood recalled the *Implacable*, which accordingly quitted her prize and rejoined the *Centaur*. The two British ships then bore up for the Swedish fleet, about ten miles to leeward. The *Implacable's* loss in this smart action amounted to six men killed, Thomas Pickerwell, master's mate, Nicholas Drew, captain's clerk, and 24 men wounded. Captain Martin spoke in high terms of his first lieutenant, Augustus Baldwin.

The loss of the *Sewolod* amounted to forty-three killed and eighty wounded.

Vice-Admiral Hanickoff, having ordered a frigate to take the disabled *Sewolod* in tow, again hauled to the wind, which Sir Samuel Hood observing, the *Centaur* and *Implacable* a second time proceeded in chase, and obliged the frigate to relinquish her charge. The Russians, however, again bore up to succour the *Sewolod*, but a change of wind having taken place, enabling them to reach Rogerswick, the body of the fleet bore up for that port, where the ships anchored about noon, leaving the *Sewolod* aground on a shoal not far from the entrance of the harbour. Having floated off, the Russian ship swang to her anchors, and, the wind moderating in the afternoon, Admiral Hanickoff ordered a division of the boats of the fleet to proceed to the assistance of the crippled ship and tow her into the roads. Sir Samuel Hood, determined to prevent this, bore up to endeavour to cut her off before the boats could reach. The boats, however, succeeded in taking the *Sewolod* in tow, and in five minutes more the ship would have been safe, but at 8h. p.m. the *Centaur* ran her on board.

The *Centaur*, having good way on, shot ahead of the enemy, the *Sewolod*'s bowsprit grazing her fore-rigging, as did her bows the muzzles of the British ship's guns, which at the same moment were discharged with tremendous execution. The *Sewolod* dropped astern of the *Centaur*, until the bowsprit of the former reached the latter's mizen-rigging, to which Sir Samuel Hood ordered it to be lashed. This was performed in the face of a continual fire of musketry in a most gallant manner by Captain Webley, the first lieutenant, Paul Lawless (who was severely wounded), and Edward Strode, the master, with other brave men. Much valour was displayed on both sides, and frequent attempts at boarding were made; but the deliberate fire of the *Centaur*'s marines, under Captain George Baile, and the stern-chase guns, effectually defeated the attempts of the Russians.

Sir Samuel Hood hoped to be able to carry off the *Sewolod*, while she was lashed to her, but the Russians having let go an anchor, both ships took the ground. After half an hour's gallant fighting, the *Sewolod*'s colours were again struck, and just at this time the *Implacable* dropped anchor outside the two engaged ships, and rendered most essential service in heaving the *Centaur* off the shoal. Two of the Russian ships about this time slipped, and appeared inclined to come to the assistance of the *Sewolod*; but finding the *Centaur* to be again afloat, returned to their anchorage. The prize being found immovable, with her hold half full of water, it became necessary to destroy her; and, after all the prisoners and wounded had been removed, she was set on fire and burnt to the water's edge.

In this very gallant action, performed as it was in the sight and in defiance of a powerful enemy, the *Centaur* had three men killed, and Lieutenant Lawless, — Morton (boatswain), and twenty-five men wounded; and the *Sewolod*, whose loss in action with the *Implacable* had been made good by a reinforcement of 100 men from the Russian fleet, sustained by the fire of the *Centaur* the loss of 180 men killed, wounded, and missing; making the total number of killed and wounded, in her two actions, amount to 303; the total of the killed and wounded in the two British ships amounted to 62. The naval medal has been awarded to the *Centaur* and *Implacable*.

The Russian fleet (a plan for burning which was set on foot, but found impracticable) was blockaded in Rogerswick by the British squadron, under Vice-Admiral Sir James Saumarez, till the bad weather rendered it dangerous to keep the sea, and as soon as they retired from before the port, the Russians quitted and returned to Cronstadt for the winter.

On the night of the 10th of November, Captain Michael Seymour, in the 18-pounder 36-gun frigate *Amethyst*, while off the Isle of Groix, standing in for the French coast on the starboard tack, with the wind at east-north-east, discovered a large ship on her weather quarter, coming down before the wind. Just before observing this ship, several shot were fired from the battery at Larmour, apparently at the *Amethyst*. The *Amethyst* instantly wore to intercept the stranger, which was the French 40-gun frigate *Thétis*, Captain Jacques Pinsum, from *L'Orient*, bound to Martinique, having on board troops and 1000 barrels of flour. The *Thétis* continuing her course, was at 9h. p.m. within a quarter of a mile of the *Amethyst*; and Captain Seymour, from the non-observance of his signals, being by this time aware of the character of the chase, burnt false fires and blue lights to acquaint the ships in the offing, which were soon answered from the 74-gun ship *Triumph*, Captain Sir Thomas M. Hardy, which ship bore about east-north-east, but was too far astern to be able to take any part in the contest.

The *Thétis*, with her pursuer on her starboard quarter, continued steering about west, going nine and sometimes ten knots under all sail; but not wishing to be encumbered with unnecessary canvass when on the eve of an action, the two ships, at 9h. 15m., took in their studding sails and royals. The *Thétis*, in the hope of disabling her antagonist, then rounded to on the starboard tack to fire her broadside; but this was skilfully avoided by the *Amethyst*, which was thereby enabled to range up on the starboard beam, to windward of the French ship, and a most spirited contest ensued, as the two ships again paid off with their heads to the westward.

At 9h. 40m., the *Amethyst* being a little in advance of her

opponent, the *Thétis* made an attempt to luff across her stern, but being too near, fell on board the *Amethyst*, running her jib-boom between that ship's main and mizen rigging. The two ships, however, were going too rapidly through the water to allow of their remaining long thus connected, and they quickly resumed their former positions. At a little past 10h., the *Amethyst* being again somewhat ahead of the *Thétis*, Captain Seymour ordered the helm hard a-starboard, and bore up athwart the bows of the *Thétis*, pouring in a heavy raking broadside, then shifting the helm, the *Amethyst* avoided the enemy's return broadside, and brought to on her larboard beam.

The action then raged as before; but ten minutes afterwards the British frigate's mizenmast fell, broke and damaged the wheel, and encumbered the quarter-deck. The *Thétis* had now a chance of escape; but before she was able to profit by this disaster of her opponent, her own mizenmast fell, and the ships were again upon a par. At 11h. the *Thétis* put her helm up in order to board the *Amethyst*. The latter patiently awaited the attack, and just as the bow of the *Thétis* struck that of the *Amethyst*, a heavy and well-directed broadside cleared her fore-castle, on which were assembled numerous troops ready for the assault. The *Thétis* then dropped alongside, and the fluke of the *Amethyst*'s best bower anchor hooked the foremost part of the *Thétis*'s fore-castle and held her fast.

The action was continued without intermission till past midnight, during which the *Thétis* was several times set on fire. Being completely silenced, the French frigate was boarded at about half past 12h. and taken possession of. A few prisoners had been received from the *Thétis*, when the cable having been cut which was holding them together, the two ships separated, and shortly afterwards the fore and mainmasts of the prize fell over the side.

The loss of the two ships in this long and most skilfully conducted action was very severe. The *Thétis* commenced the action with 436 men, including 106 soldiers, out of whom she had her captain and 134 officers and men killed, and 102 wounded—more than the half of her ship's company. The *Amethyst* had her rigging and sails cut to pieces, her mizenmast shot away close to the deck, fore and main masts badly wounded, and three feet water in her hold when the action ceased. Out of a crew of 261 men and boys twenty were killed or mortally wounded and fifty dangerously and slightly wounded.

The two ships were in most respects well matched. Their weight of metal was nominally the same, but the *Thétis* mounted two guns more than the *Amethyst*. The *Thétis*, being a fine ship of 1090 tons, was purchased into the service, and named the *Brune*. For this action Captain Seymour was

honoured with a gold medal, and the silver naval medal has recently been granted to the surviving participators.

On the morning of the 12th of December, the French 16-gun brig *Cigne*, and two armed schooners, laden with provisions and stores for Martinique, were discovered at anchor off the Pearl Rock by Lieutenant John Brown, of the brig *Morne-Fortunée*, intelligence of which was immediately signalled to acting Captain Francis Augustus Collier, who in the 32-gun frigate *Circe*, was in charge of a small squadron, stationed between that rock and the town of St. Pierre. Captain Collier observing one of the schooners endeavouring to reach St. Pierre's, determined to cut her off if possible, and the *Circe* in company with the 18-gun ship sloop *Stork* and 16-gun brig *Epervier*, Commanders George Le Geyt and Thomas Tudor Tucker, with the schooner *Express*, Lieutenant William Dowers, stood inshore accordingly.

Unable to avoid the *Circe*, the schooner ran on shore under a four-gun battery, which was flanked by two other batteries, and the vessel was further protected by a party of soldiers who had been tracking her along shore from her anchorage near the Pearl Rock. The *Circe*, *Stork*, and gunbrig anchored within pistol-shot of the batteries, and after a short time silenced them, and drove the troops from the beach.

Before completing this service, however, Captain Collier, observing that the *Cigne* and remaining schooner were landing their cargoes, ordered Lieutenant Brown to remain by the schooner on shore, and await the arrival of the *Epervier* to destroy her; then making sail, he stood with the *Circe*, *Stork*, and *Express*, towards the *Cigne* and consort. These two vessels were now lying close to the rock, under the protection of four batteries and a considerable number of field-pieces and troops on the mainland. Judging it practicable, notwithstanding the formidable nature of the defences of the vessels, to effect their capture, the barge and two cutters of the *Circe* were placed under the command of Lieutenant James Crooke, but the orders were not to proceed to the attack of the brig until the guns of the *Circe* and *Stork* had caused her fire to slacken. The boats of the *Stork* were also manned, ready to co-operate at the proper time with the boats of the *Circe*. The *Circe* and *Stork* then stood in to engage the batteries and vessels.

But they had scarcely commenced firing, when Lieutenant Crooke most gallantly, but unadvisedly, without waiting for the *Stork's* boats or the issue of the fire of the two ships, dashed on at the *Cigne*. The attack was most unfortunate—the boats were defeated with dreadful slaughter. One boat was taken, the second sunk, and the third, in a disabled state, reached the ship; but out of the sixty-eight men who had embarked only twelve returned. Nine men were killed, twenty-one wounded,

and twenty-six missing, being prisoners or drowned. Lieutenant Crooke and Mr. Collman were both badly wounded, the former in four places.

As it was by this time quite dark, the *Circe* and *Stork* were obliged to stand off shore; and soon afterwards they were joined by the 18-gun brig *Amaranthe*, Commander Edward Pelham Brenton. At daylight on the 13th, the *Cigne* got under weigh, and, assisted by her boats and sweeps, endeavoured to reach St. Pierre's; but Captain Brenton having gallantly volunteered his services to destroy her with the *Amaranthe*, that brig was taken in tow by the boats of the *Circe* and *Stork*, and every exertion made to bring her near the enemy. At 10h. a.m., the *Cigne* took the ground near several batteries to the northward of St. Pierre's, and the *Amaranthe*, after much exertion, during which she was exposed to a constant fire from guns and batteries erected on every point of land available for the purpose, succeeded in getting tolerably close to her.

The *Amaranthe's* well-directed fire soon compelled the crew of the *Cigne* to quit the vessel, when her boats, commanded by Lieutenant James Hay, in company with those of the *Circe* and *Stork*, gallantly boarded and carried the French brig, in the face of a heavy fire from the batteries and troops drawn up on the beach. The *Cigne* having bilged, it was found impossible to get her off, and she was therefore destroyed. The second schooner being also on shore was destroyed by the *Amaranthe's* boats and the schooner *Express*. Joshua Jones, the master of the brig, was wounded on this occasion, and one man belonging to the *Express* was killed and three wounded. Thus this service was at length performed; and but for the unhappy rashness of Lieutenant Crooke, who, however, paid dearly for it, must have been effected with little or no casualty, instead of the lamentable loss with which it was attended. Captains Collier and Brenton were promoted for this service, and the naval medal has been awarded to all engaged in it.

CHAPTER XXIX.

1809.

GREAT ATTACK ON THE FRENCH FLEET IN BASQUE ROADS—
ADDITIONAL INTERESTING AND GALLANT MINOR ACTIONS—GREAT
EXPEDITION AGAINST FRENCH SHIPPING AT FLUSHING—FURTHER
BRILLIANT MINOR ACTIONS.

On the 24th of February a British squadron, consisting of three sail of the line and one frigate, under Rear-Admiral Stopford, drove on shore and destroyed, under the powerful batteries of the town of Sable d'Olonne, the three French 40-gun frigates *Italienne*, *Calypso*, and *Cybèle*.

After performing this important service, Rear-Admiral Stopford returned to his station off the Chasseron lighthouse, and discovered at anchor in Basque Roads the following ships, commanded by Rear-Admiral Willaumez :—

Guns.	Ships.		Guns.	Ships.
120	Océan			Aquilon
80	{ Foudroyant		74	{ Régulus
	{ Varsovie			{ Cassard
	{ Tourville			{ Jemappes
74	{ Jean Bart			{ Patriote
	{ Tonnerre		50	Calcutta (<i>flûte</i>)
40-gun frigates Pallas and Hortense				

On the 25th of February, Rear-Admiral Stopford was joined by the 74-gun ship Theseus, with the Revenge, Hero, Triumph, and Valiant. With the before-named eight sail of the line, and the frigates Amelia, Amethyst, Naiad, and Emerald, and 18-gun sloop Dotterel, Rear-Admiral Stopford continued blockading the French force until the 7th of March, when Admiral Lord Gambier arrived and took the command.

On the 19th Lord Gambier received an intimation from the Admiralty that an attempt was to be made to destroy the enemy's fleet by fireships, and that twelve transports would be fitted for that purpose and sent to him, together with several bomb-vessels. Captain Lord Cochrane, who had just arrived at Plymouth from the Mediterranean, was appointed to conduct the expedition, under the orders of Lord Gambier; and on the 3rd of April, in the *Impérieuse*, joined the fleet in Basque Roads. Some delay taking place in the arrival of fireships, eight transports were selected for this purpose, and the cargoes of three captured *chasse-marées*, consisting of tar and resin, applied to this use. Between the 6th and the 12th, the *Ætna* and fireships, and a transport laden with Congreve rockets, and having Mr. Congreve on board, arrived; when the frigates and smaller vessels now with the fleet were as follow :—

Guns	Ships		
38	{ Indefatigable.....	Captain	John Tremaine Rodd
	{ <i>Impérieuse</i>	"	Lord Cochrane
	{ Aigle.....	"	George Wolfe
36	{ Emerald.....	"	Fred. Lewis Maitland
	{ Unicorn.....	"	Lucius Hardyman
32	{ Pallas.....	"	Geo. Fran. Seymour
	{ Mediator (<i>flûte</i>).....	"	James Wooldridge
	{ Beagle.....	"	Francis Newcombe
18	{ Dotterel.....	Com.	Anthony Abdy
	{ Foxhound.....	"	Pitt Burnaby Greene
10	{ Lyra.....	"	William Bevians
	{ Redpole.....	"	John Joyce
Bombs	{ Thunder.....	"	James Caulfield
	{ <i>Ætna</i>	"	William Godfrey
14	Insolent.....	Lieut.	John Row Morris

Guns	Ships	Lieut.	
12	Encounter.....		James Hugh Talbot
	Conflict.....	„	Joseph B. Batt
	Contest.....	„	John Gregory
	Martial.....	„	William Walker
	Fervent.....	„	John Edward Hare
	Growler.....	„	Richard Crossman

Schooner Whiting, Lieutenant Henry Wildey. Hired armed cutters Nimrod and King George, Mates Edward Tapley and Thomas Mekeek.

The French fleet was now commanded by Vice-Admiral Allemand, who anchored the ships in a double line with their heads to the north-east. The van ship of the outer line bore due south of the battery on the southern point of the Isle d'Aix, and was distant from it 640 yards. The two lines were about 250 yards distant from each other, and 170 yards between the ships of their own line. At about 700 yards in advance of the outer or northernmost line were the three frigates Pallas, Hortense, and Indienne. The following elucidation of the positions occupied by the ships may be serviceable:—

Indienne.	Hortense.	Pallas.
Foudroyant.	Varsovie.	Océan.
Regulus.	Cassard.	Calcutta.
Tonnerre.	Patriote.	Jemappes.
Aquilon.	Tourville.	Elbe.

At the distance of 110 yards in front of the line of frigates, a boom half a mile in length, composed of the largest cables, which were floated by buoys, was thrown across the channel leading from Basque Roads to the anchorage of Aix, and moored by the heaviest anchors to be procured, having its northern extremity within 100 yards of the rocks, which lay off the southern end of Aix. The line of battle ships were so moored that the broadside of each bore upon the boom.

The batteries protecting the anchorage mounted upwards of thirty guns (36-pounders), and several mortars. The French ships were fully prepared for the threatened attack, and a large number of boats and armed launches assembled near the boom every night to be ready to tow away the fireships and to protect the boom. The ships were all lying with their topgallant-masts on deck, topmasts struck, and sail unbent.

On the 11th of April the following arrangement of the British ships was carried out. The *Impérieuse* anchored near the Boyart shoal, and the *Aigle*, *Unicorn*, and *Pallas* (British) a short distance to the north-west of the *Impérieuse*, to be in readiness to receive the crews of the fireships on their return and support the boats of the fleet appointed to accompany the fireships. The *Whiting*, *King George*, and *Nimrod*, which had been fitted for throwing Congreve rockets, also took up a position near the shoal. The *Ætna* was placed near the north-west of

Aix, covered by the Indefatigable and Foxhound. The Emerald, Beagle, Dotterel, Conflict, and Growler were stationed at the east end of the island, to create a diversion, and the Redpole and Lyra, with lights hoisted which were screened from the enemy's view, were stationed one near the shoal at the north-west of the island, and the other close to the Boyart shoal, to direct the fire-vessels in their course to the attack. The line of battle ships were in Basque Roads, about seven miles from the French fleet.

About 8h. 30m. p.m., the night being very dark, the wind blowing strong from north-west, and the tide running two and a half miles an hour, the Mediator and other fire-vessels cut their cables and made sail. One of the explosion vessels was swept from the stern of the *Impérieuse* by an early abandoned fireship; but the remaining two—one conducted by Lord Cochrane in person, assisted by Lieutenant William Bissell and four seamen—proceeded towards the Isle of Aix, and when within three-quarters of a mile of the French line were ignited. Each vessel containing 1500 barrels of powder started into puncheons up-headed, and secured together by cables passed round them, and jammed together with wedges, having moistened sand rammed down between them, and on the top of this mass of gunpowder lay more than 300 live shells and many thousand hand-grenades.

Many of the fireships were ignited and abandoned too early, but others were admirably conducted, and especially the Mediator. This ship, moving rapidly by the strength of the wind and a tide running nearly four knots, broke the boom, and opened a clear passage for her followers. So determined was her gallant captain to do the work effectually, that himself and his crew were nearly falling sacrifices to his perseverance.

The boats of the fleet, under direction of Rear-Admiral Stopford, had been ordered to support the fireships, and were assembled alongside the *Cæsar* for that purpose, but in consequence of the boisterous state of the weather the rear-admiral did not think it expedient to proceed with them. The sky soon became illumined by the glare of so many burning objects; the flashes of the guns from the forts and enemy's ships, the flights of shells and rockets from the fire-vessels, conspired to form a scene of the most awfully grand description. At the commencement of the attack the wind was so strong that the explosions of the fire-vessels were not heard on board the British fleet; but the effect of the heavy firing after a time lulled it considerably.

At about 9h. 30m. one of the fire-vessels exploded close to the boom, about 120 yards from the *Indienne* (French), and ten minutes afterwards a second, much closer to her, blew up. The

Hortense passed to windward of some of the fire-ships, into which she discharged several broadsides, after which she ran down with her consorts to the rear of the line of battle ships. A fire-vessel fouled the *Régulus* (French), and remained attached for a quarter of an hour, but the ship escaped without material injury. The *Océan* cut to avoid a fireship, but while aground the fireship grappled her, and in this situation the *Tonnerre* and *Patriote* also got entangled. By great exertion on the part of the French the fire-vessel was boomed off, but more than fifty men were lost in effecting it. Such was the terror inspired by the approach of the flaming vessels, that every French ship, except the *Foudroyant*, cut or slipped their cables. The *Cassard*, however, brought up again. But at midnight thirteen French ships were aground.

The falling of the tide obliged the *Impérieuse* at daylight to weigh and stand out; Lord Cochrane then made the following telegraphic signals to the *Caledonia*, lying in Basque Roads.

At 5h. 48m.: "Half the fleet can destroy the enemy; seven on shore." At 6h. 40m.: "Eleven on shore." At 7h. 40m.: "Only two afloat." At 9h. 30m.: "Enemy preparing to heave off."

As soon as the tide served, the *Impérieuse* re-anchored close to the Boyart shoal, the south end of Isle d'Aix bearing about south-east.

At 9h. 30m. Lord Gambier telegraphed to the fleet: "Prepare with sheet and spare cables out of stern ports, and springs ready."

At 9h. 35m. the signal was made to weigh, and for the captain of each ship to repair on board the *Caledonia*. At 10h. the captains returned to their respective ships, which, at 10h. 45m., with a light air of wind from the north-west, weighed. At 11h. 30m. the fleet re-anchored at the distance of three miles from Isle d'Aix, and about six miles from the grounded ships. The *Valiant*, *Bellona*, and *Revenge*, with the frigates and sloops, were then ordered to anchor as close as possible to the Boyart shoal, to be ready to support the bomb-vessel and gun-brigs in bombarding the enemy's ships.

Observing this movement, the *Foudroyant* and *Cassard* cut their cables and made sail for the Charente; but both ships ran aground near the castle and a little to the southward of Point Fouras. As the flood-tide made, all the ships that had grounded righted, and their crews were using every exertion to get them again into deep water.

Lord Cochrane, observing that the enemy's ships were, one by one, getting afloat, and that the *Calcutta*, *Varsovie*, and *Aquilon*, which lay in the most eligible positions for an attack, were carrying out anchors, unwilling to lose the reward of his

preceding night's successful labours, got under weigh in the *Impérieuse*, and, without waiting for orders, dropped down with the tide towards the enemy. At 1h. 30m. p.m. Lord Cochrane ordered sail to be made and to steer for the grounded ships on the Palles. His lordship then made the signal 405 to the admiral,

"The enemy's ships are getting under sail"; and ten minutes afterwards, 378, "The enemy is superior to the chasing ship." At 1h. 45m. No. 364, "The ship is in distress and requires immediate assistance."

The intention of these signals was obviously to induce Lord Gambier to order some of the ships near him to the assistance of the *Impérieuse*, thus single-handed advancing upon the enemy.

At 2h. p.m. the frigate anchored near the Palles shoal in five fathoms, and having brought her broadside, by means of springs, to bear upon the *Calcutta's* starboard quarter, commenced firing on that ship, and occasionally with her bow and fore-castle guns at the *Varsovie* and *Aquilon*. Lord Cochrane perceiving that the shot from the carronades of the *Insolent*, *Growler*, and *Conflict*, which had followed him, fell short of the *Impérieuse*, directed some of the frigate's main-deck guns to be fired at or near to them. The hint answered the purpose, and the brigs took a nearer position, but still remained outside the *Impérieuse*.

About this time the *Jemappes*, *Patriote*, and *Régulus* (French) succeeded in heaving off the bank; but grounded again on the mud at the entrance of the *Charente*. It was then high water, and the *Océan* was afloat; but this ship also grounded again, about 700 yards nearer the channel of the river.

At a little past 2h. Lord Gambier made the *Indefatigable's* signal to weigh, and shortly afterwards to proceed to the assistance of the *Impérieuse*. At about 2h. 30m. the *Valiant* and *Revenge* also got under weigh, and proceeded towards the scene of action. At 3h. 20m., on the near approach of the *Indefatigable* and other ships, the *Calcutta* (French) ceased firing; and, as the crew were observed abandoning her, Lord Cochrane sent a midshipman alongside to take possession. Ten minutes afterwards the *Indefatigable* anchored on the inner and starboard quarter of the *Impérieuse*, and directed her fire at the *Calcutta*; but, being hailed by Lord Cochrane and informed that the ship had already surrendered, her guns were turned upon the *Varsovie* and *Aquilon*.

The *Aigle*, *Emerald*, and *Unicorn* took their stations ahead of the *Indefatigable*. In a short time the *Pallas* (British) brought up ahead of the other frigates, the *Valiant* close astern of the *Indefatigable*, and the *Revenge* about 700 yards to the

north-east of the *Impérieuse*. The British squadron, thus formed in a crescent, opened a heavy and destructive fire on the *Varsovie* and *Aquilon*, both of which, at 5h. 30m., gave token of submission by showing an English union-jack in the mizen chains. About this time the *Theseus* anchored between the *Revenge* and *Valiant*. At 6h. the *Tonnerre*, lying just out of range of the *Revenge*, was set on fire by her crew, all of whom landed safely on *Isle Madame*; and at 7h. 30m. that ship blew up. The *Calcutta* was set on fire by a midshipman of the *Impérieuse*, and at 8h. 40m. this ship, having a quantity of powder and ordnance stores in her hold, blew up with a tremendous explosion.

The *Revenge* and *Impérieuse* were the only British ships which sustained any loss in attacking the grounded ships. The *Revenge* had two marines killed, and Lieutenant James Garland, five seamen, and nine marines wounded. It is remarkable, that although the batteries of *Aix* and *Oleron* kept up a constant fire of shot and shells, and the wind was so light that the progress of ships under sail did not exceed two knots an hour, the *Revenge* and *Indefatigable* were the only British ships of the fourteen engaged that suffered at all from them.

The captain of the *Aquilon* was killed by the side of Lord Cochrane in the boat of the *Impérieuse* by a shot from the guns of the burning *Tonnerre*. The *Varsovie* had upwards of 100 men killed and wounded; but the *Aquilon*'s loss was slight, owing to the precaution of her captain, who directed her crew to lie down when he found that he could not return the enemy's fire.

As the *Océan*, *Cassard*, *Régulus*, *Jemappes*, *Tourville*, and *Indienne* (French) were all lying aground at the entrance of the *Charente*, three transports were hastily converted into fireships, and at 5h. 30m. p.m. Rear-Admiral Stopford got under weigh with the *Cæsar*, accompanied by the three fireships and the launches of the fleet, fitted to throw Congreve rockets, and stood towards *Aix Roads*, receiving from the batteries of *Aix* and *Oleron* a passing but ineffectual fire. At 7h. 40m. the *Cæsar* took the ground on the southern extremity of the *Boyart shoal*. The *Valiant* had grounded half an hour previously, and, as the tide was ebbing at the time, these ships did not float again until 10h. 30m. p.m. The *Revenge* found out a safe anchorage in five and a quarter fathoms water at the lowest ebb, where there was room for six sail of the line, and it was in endeavouring to reach this anchorage that the *Valiant* grounded. The *Indefatigable* and *Impérieuse* also grounded, but got off again without damage. About 8h. all the remaining frigates and brigs, except the *Impérieuse*, weighed and anchored along with the *Revenge* in the *Mamusson* passage.

At 2h. a.m. on the 13th, the wind shifted to south-west, of which Rear-Admiral Stopford determined to take advantage, and return from a position where his ships were environed with shoals, and prevented from acting with effect. Accordingly the *Cæsar* weighed, and at 4h. a.m. anchored in Little Basque Roads. The rear-admiral committed the direction of the fire-ships to Captain Bligh; but, owing to the state of the wind and weather, nothing could be done with them at that time. The *Aquilon* and *Varsovie* (French), in possession of the British, being considered immovable, were set on fire. In the darkness and confusion these burning ships were taken for British fire-ships, and many ships commenced firing upon them.

At 5h. a.m. the *Valiant*, *Theseus*, *Revenge*, *Indefatigable*, *Aigle*, *Unicorn*, and *Emerald*, weighed by signal from the *Cæsar*. While the *Impérieuse* was passing the *Indefatigable*, Lord Cochrane proposed to Captain Rodd that if the *Indefatigable* would go on one quarter of the *Océan*, he in the *Impérieuse* would take the other. This Captain Rodd declined, alleging as his reason that he should not be justified in acting without orders in the presence of two senior officers, Captains Bligh and Beresford. At 6h. 30m. the *Impérieuse* and *Pallas*, the latter by direction of Lord Cochrane, anchored together with the *Beagle* and gun-brigs in the Mamusson passage, and as soon as the tide served, the brigs and bomb-vessels were directed by Lord Cochrane to stand inshore, and attack the nearest ship aground at the entrance of the Charente intending to follow with the frigates as soon as the rising of the tide would permit him.

At 11h. the *Beagle*, *Ætna*, *Fervent*, *Growler*, *Conflict*, *Conquest*, and *Encounter*, with the rocket cutters *Nimrod* and *King George*, came to anchor and commenced firing upon the *Océan*, *Régulus*, and *Indienne*. The *Beagle*, in the most gallant manner, took a position upon the three-decker's quarter, and continued to ply her guns for five hours; but unfortunately the strength of the wind and tide prevented the two frigates from co-operating. The *Ætna* split her 13-inch mortar, and at 4h. p.m. the falling tide rendered it necessary for the *Beagle* and gun-brigs, as well as for the bomb, to return to their former anchorage, exposed in their retreat to a heavy fire from the batteries. The *Océan* was the principal object of attack, but the *Régulus*, *Indienne*, *Tourville*, *Cassard*, and *Jemappes* had some share in the engagement.

On the 14th, at 2h. 30m. a.m., the *Tourville* got afloat, and entered the Charente, but soon afterwards ran on shore near Fouras. The *Océan* having also floated, again grounded near the *Tourville*; but the *Patriote*, *Hortense*, *Elbe*, and *Pallas* got off and ascended the Charente, beyond the reach of attack.

At 9h. a.m. the *Impérieuse* was recalled by signal from the Admiral, and Lord Cochrane was superseded in the command of the Aix flotilla by Captain Wolfe, of the *Aigle*. At 4h. 30m. p.m. the *Impérieuse* weighed accordingly, and stood towards Basque Roads, and on the next day sailed for England, having on board Captain Sir Harry Neale, with Lord Gambier's despatches.

The *Océan* having thrown overboard nearly half her guns, was after much labour forced through the mud, to the distance of 500 yards, and eventually anchored off *Pointe des Barques*. The *Cassard* was also got off, and reached a place of safety; but, on the 15th, the *Foudroyant*, *Régulus*, *Tourville*, and *Indienne*, remained aground at the mouth of the *Charente*. The latter, on the 16th, was set on fire by her own crew, and destroyed. On the 17th, the *Foudroyant* and *Tourville* entered the river. On the 19th, the *Régulus* (French) alone remained aground, and the *Thunder* arrived in Aix Roads, with the intention of destroying her; but the violence of the weather would not permit the attack to be made.

On the 20th, attempts were made to destroy the French ship, which were repeated for several days without success. At daylight on the 29th the spring tides having again set in, the *Régulus* floated, and joined her friends at *Rochefort*; after which the *Caledonia* quitted Basque Roads and returned to England.

The affair at Basque Roads was not doomed to terminate, however, on the 29th of April, as the engagement was a source of enquiry and criticism for a long time afterwards, it being thought by some that a more effectual destruction of the French fleet should have taken place. When, however, it is borne in mind that uncertain currents and eddies and variable winds for the most part prevailed on the day after the ships had been driven on shore, the loss which in all probability would have resulted from the employment of line of battle ships in such dangerous soundings might have more than counterbalanced the injury inflicted upon the enemy. The thanks of Parliament were eventually given, and those serving in the ships have been awarded the naval medal.

In the forenoon of the 5th of April, *Cordouan* lighthouse bearing east by north, distant about forty leagues, the 18-pounder 36-gun frigate *Amethyst*, Captain Michael Seymour, being on the larboard tack with the wind at east, observed a ship steering to the westward. The 36-gun frigate *Emerald*, Captain Frederick Lewis Maitland, being in company, but at some distance to the northward, joined in pursuing the stranger, which, on perceiving the two frigates, hauled to the wind on the larboard tack. The chase was the 40-gun French frigate

Niemen, Captain Dupotel, laden with provisions for the Isle of France. At noon the Niemen was half topsails down from the deck of the Amethyst, and the pursuit continued with a slight advantage to the Amethyst throughout the day; but at sunset the chase was still hull down to windward, and consequently at dark was lost sight of.

Captain Seymour concluding that the stranger would resume her course to the westward on losing sight of her pursuers, at 9h. p.m. bore up south-west under easy sail, the wind at the time blowing in squalls from east-north-east; and at 9h. 40m. discovered the object of his pursuit on the weather beam. The Amethyst immediately crowded sail in chase, whereupon the Niemen wore and hauled up south by west. At 11h. 30m. the Amethyst fired her bow guns, which were responded to from the stern chasers of the Niemen. At 1h. 15m. a.m. on the sixth, the Amethyst having reached the larboard quarter of the Niemen, was enabled to fire a broadside, upon which the latter again wore. The Amethyst followed, and at 1h. 45m. ranged close alongside the enemy to windward. After an exchange of broadsides, the Amethyst, having shot ahead of the Niemen, bore up across her bows, raked her, and then hauled up on the same tack and took her station on the French ship's starboard bow.

At 2h. 45m. the Niemen fell on board the Amethyst on her starboard beam and quarter; but in a few minutes got clear, and, wearing, bore up south-west. About 3h., the Amethyst having again obtained a position on the larboard and weather-beam of the Niemen, renewed the action, and shortly afterwards the latter caught fire in the larboard hammock-netting; at 3h. 15m. her mizenmast and maintop-mast were shot away. The Niemen having caught fire in the maintop also, her mainyard was lowered half-way down the mast, so that she was wholly unable to make sail, and her guns offered a very ineffectual return to the animated fire of the Amethyst. At 3h. 25m., the Niemen having ceased firing, the Amethyst discontinued the action, and, bearing up under her opponent's stern, brought-to to leeward. At 3h. 30m. the Amethyst's main and mizen masts fell over the starboard quarter, and about the same time the Niemen's mainmast went by the board.

Both ships then paid round off before the wind. The *Arethusa*, Captain Robert Mends, at 3h. 45m. joined from the eastward, and having approached within gun-shot on the Niemen's larboard quarter, the latter hoisted a light, and fired a shot at the *Arethusa* and another at the Amethyst; but on the discharge of a few of the *Arethusa's* foremost guns, the French frigate lowered the light in token of submission.

The Amethyst had two lieutenants and thirty-seven men

absent in prizes, and out of the 222 men and boys, which were all she had on board, six seamen and two marines were killed, and Lieutenants of marines Henry Waring and Samuel Prytherch, her boatswain Lacey, twenty-four seamen and ten marines wounded. The Niemen mounted forty-six guns, and commenced the action with 319 men and boys; of whom forty-seven were killed and seventy-three wounded. The day after her capture the Niemen's foremast fell over the side, and she was taken in tow by the *Arethusa*. The prize, being only nine months old, was a great acquisition to the navy, to which she was added under the same name.

There is a great similarity between this action and that of the *Amethyst* and *Thétis*, in the manner of conducting it, in the comparative force of the combatants, and also in reference to the intrusion of a third party. It is quite evident, however, that in both cases the capture was virtually effected by the *Amethyst*. Captain Seymour was created a baronet of the United Kingdom, and the first lieutenant, William Hill, promoted to be commander. The naval medal is granted for this action.

On the 5th of July, at 3h. p.m., in latitude 43° 41' north, longitude 34° west, the 20-gun corvette *Bonne Citoyenne*, Commander William Mounsey, being on her way from Halifax to Quebec, with the wind at south, descried on the lee quarter a large frigate taking possession of a merchant ship. Notwithstanding the formidable appearance of the stranger (which was the French 36-gun frigate *Furieuse*, but armed *en flûte*, and mounting two long 18 and six long 8-pounders, and twelve carronades, 36-pounders, total twenty guns), the *Bonne Citoyenne* immediately wore in chase. The *Furieuse*, observing the approach of the British ship, abandoned the merchant vessel, and bore up. At sunset the two ships were about five miles apart, and during the night the *Furieuse* was lost sight of, but at 3h. a.m. on the 6th, was again seen on the larboard quarter. The *Bonne Citoyenne* immediately hauled up, and made sail in chase. At 9h. 21m. a.m., the French ship hove to, and the *Bonne Citoyenne* commenced engaging within pistol-shot.

The action was maintained for six hours and fifty minutes, when the *Bonne Citoyenne*, having taken a position athwart the bows of the *Furieuse* preparatory to boarding with all hands, the colours of the latter were hauled down at 6h. 16m. p.m. The corvette, in her gallant contest, had her fore and main top-gallant masts all shot away, three lower masts badly wounded, her standing and running rigging cut to pieces, and boats destroyed; but only one man was killed and five wounded. The *Furieuse*, at the conclusion of the action, had five feet water in her hold; her three topmasts were shot away, and her

yards and lower masts in a tottering state. Her loss amounted, out of a crew consisting, with military officers and passengers, of 200 men, to thirty-five men killed; and her commander, Lieutenant Kerdaniel, two lieutenants, three midshipmen, and thirty-one seamen wounded. The two vessels met upon tolerably equal terms, as regarded armament; but the advantages derivable from tonnage were greatly on the side of the *Furieuse*, she measuring 1090 tons, and the corvette 511 tons.

On the 28th of July, an expedition sailed from the Downs, under Rear-Admiral Sir Richard John Strachan, containing nearly 40,000 troops, under Lieutenant-General the Earl of Chatham, destined to attack the French shipping in Flushing, and to destroy the enemy's works in the Scheldt, which was to be rendered no longer navigable for ships of war. This fleet, including mortar vessels and about 120 hired and revenue cutters, gunboats, etc., amounted in the whole to 245 vessels of war, to which were added about 400 transports with troops. Except the taking of Flushing, no advantage was gained by this expensive effort.

In that port were found three vessels on the stocks, a 74-gun ship, frigate, and brig; the two latter were destroyed at the evacuation of the port in December, but the timbers of the former were removed to Woolwich, where they were put together and the ship named the *Chatham*. A frigate of 1100 tons also fell into the hands of the British, and became the 38-gun frigate *Laurel*. The basin, arsenal, and sea-defences of Flushing were destroyed, and the port rendered unfit for a French depot; but had more energy been used by the commander of the land forces, it is believed that the troops might have landed and marched on to Antwerp. Hundreds of valuable lives were sacrificed by the occupation of the island of Walcheren. The whole business was ill-timed and untoward, and few who were present and engaged in it but bear about them the effects of the Polder fever, inherent to the low and swampy island which for many months they were compelled to inhabit.

On the 10th of September, the 10-gun brig *Diana*, Lieutenant William Kempthorne, when standing into the Bay of Amarang, in the island of Celebes, discovered the Dutch 14-gun brig *Zephyr* lying at anchor close under a fort. Lieutenant Kempthorne resolved to attempt her capture with the boats at night, when the land breeze set in; and the *Diana* beat about the bay, disguised as a merchant vessel, until it became dark, when the boats departed upon this enterprise. After a fruitless search of two hours, the boats returned, and Lieutenant Kempthorne, conjecturing that the *Zephyr* had shifted her position, and would try to reach the shelter of a strong fort in the Bay of Monado, hoisted in the boats and made sail in that

direction. On the 11th, at daylight, the enemy was discovered hull down ahead, and the chase was continued with much eagerness. At 4h. 30m. p.m., the *Zephyr* being within four miles of Monado fort, was taken aback by the land wind, while the *Diana*, still favoured by the sea breeze, succeeded in getting within half gun-shot of her opponent's lee beam before feeling the land breeze, when she also filled on the larboard tack.

The action then commenced, and after engaging about forty minutes, the *Zephyr*, encouraged by the appearance of five gunboats sweeping off to her assistance, ran down within pistol-shot of the weather-beam of the *Diana*. Shortly afterwards, her main-topsail sheet being shot away, she fell on board the *Diana*, and at about 5h. 40m., just as the British were about to board, hauled down her colours. The *Diana*, taking her prize in tow, then stood towards the gunboats, which were sweeping down in line upon her weather-beam; but they dispersed after receiving a few shot from the brig. The *Diana* sustained little damage, and had not a man hurt. The *Zephyr* was much cut up in masts and rigging, and, out of forty-five men (the same in number as the *Diana's* crew), had her first lieutenant and four killed, and eight men wounded. Lieutenant Kempthorne was promoted to the rank of commander on the 3rd of April, 1811. This is a naval medal action.

On the 16th of September, Commodore Josias Rowley having determined to attack the harbour or bay of St. Paul's, Isle of Bourbon (a noted resort of French cruisers), a detachment of 368 troops, including officers, embarked at Fort Duncan, Island of Rodriguez, on board the 36-gun frigate *Néréide*, Captain Robert Corbett; Otter, Commander Nesbit J. Willoughby; and the H.E.I.C.'s armed schooner *Wasp*, Lieutenant Watkins. On the evening of the 18th, the *Raisable*, bearing the commodore's broad pendant, being off Port Louis, Isle of France, was joined by the frigates *Sirius* and *Boadicea*, Captains Samuel Pym and John Hatley. On the morning of the 19th, 100 men from the *Raisable* and Otter, and the marines of the squadron, 136 in number, forming with the troops a total of 604, including officers, were put on board the *Néréide*, and in the evening the squadron stood towards Bourbon.

By 7h. a.m. on the 21st, the party (including a division of seamen commanded by Captain Willoughby), having landed without opposition, were in possession of the batteries of Lambousière and La Centière, when Captain Willoughby with his sailors turned the guns of those batteries on the shipping, the fire from which had annoyed the troops considerably. After defeating the enemy in a smart skirmish, the British took a third battery, named Le Neuf; but, the French having been reinforced, the British spiked the guns of the first and second

batteries, and manned the battery of Le Neuf, which then opened fire upon the French 40-gun frigate *Caroline* and her consorts. The fourth and fifth batteries were also taken, and by 8h. 30m. a.m. the town batteries (mounting together 117 heavy guns), magazines, eight field-pieces, and all the public stores, together with several prisoners, were in possession of the troops under Lieutenant-Colonel Keating. The squadron having in the meanwhile stood into the bay, opened a heavy fire upon the *Caroline* and two *Indiamen*—her prizes—as well as on those batteries which, being at a distance from the point of attack, were enabled to continue their fire. Having anchored in the road, close off the town of St. Paul, measures were taken to secure the French ships, all of which, on the near approach of the British, had cut their cables and drifted on shore. They were got off without having sustained any material injury.

The ships captured were the 40-gun frigate *Caroline*, of 1078 tons, the H.E.I.C.'s ships *Streatham* and *Europe*, the 14-gun brig *Grappler*, together with five or six smaller vessels. By evening the demolition of the different batteries and of the magazines was completed, and the troops and seamen re-embarked.

On the 22nd, in the evening, a French force appearing on the hills, Captain Willoughby volunteered his services to attack them, which being accepted, he landed with a party of seamen, and destroyed the storehouses and public property, including an extensive Government store, containing all the raw silk of the *Indiamen*, valued at more than half a million sterling. The party re-embarked without sustaining any loss. The *Caroline* was commissioned as a British cruiser, and named the *Bourbonnaise*, and Captain Corbett appointed to command her. The vacancy in the *Néréide*, caused by Captain Corbett's removal, was filled by Captain Willoughby, whose conduct richly merited the promotion he received.

On the 26th of October, the French 80-gun ship *Robust* and 74-gun ship *Lion*, belonging to the squadron of Rear-Admiral Baudin, which had escaped from Toulon with Admiral Ganteaume, were driven on shore near Frontignan, in the Gulf of Lyons, by a squadron of six sail of the line, commanded by Rear-Admiral George Martin. The French ships were set on fire by their own crews, and at 10h. 30m. p.m. blew up with a tremendous explosion, the British being at the time becalmed about seven miles distant.

The remainder of a large fleet of armed storeships and transports, which had sailed with Admiral Ganteaume from Toulon, bound to Barcelona, now consisting of seven merchant vessels, in charge of the 8-pounder 16-gun storeship *Lamproie*, Lieutenant de vaisseau *La Bretèche*, the two armed bombards *Vic-*

toire and Grondeur, and xebeck Normandie, anchored in the Bay of Rosas, under the protection of several powerful batteries. Lord Collingwood having determined that an attempt to capture or destroy these vessels should be made, despatched Captain Benjamin Hallowell, in the Tigre, with a squadron, for the purpose. On the evening of the 31st of October, after dark, the British squadron bore up for the Bay of Rosas, and anchored about five miles from the town, except the brigs Philomel, Scout, and Tuscan, which continued under weigh to cover the boats.

The boats, under the command of Lieutenant Tailour, put off in perfect order, and as they approached the enemy the alarm-gun was fired, on which the seamen gave three tremendous cheers and dashed on, each division of boats to its allotted station. The Lamproie was boarded at all points, and, notwithstanding a determined resistance, was carried in a few minutes. The Victoire, Grondeur, Normandie, and a felucca, although defended with equal bravery, were captured, and this was performed in the face of a heavy fire from the castle of Rosas and several other batteries, and of repeated volleys of musketry from the troops which lined the beach. By daylight on the 1st of November every French vessel of the eleven was either burnt at her moorings, or brought off. The loss was, however, severe—fifteen killed and forty-five wounded.

On the 13th of December, at 1h. p.m., latitude $17^{\circ} 18'$ north, longitude 57° west, as the 18-pounder 38-gun frigate Junon, Captain John Shortland, in company with the 16-gun brig Observateur, Commander Frederick A. Wetherall, were in the act of boarding an American ship, four large sail were seen to the northward. These were the French 40-gun frigates Renommée, Commander Roquebert, and Clorinde, Captain Saint Cricq, having under convoy the 40-gun frigates Loire and Seine, armed *en flûte*, and each mounting twenty guns, long 18-pounders and 36-pounder carronades. The Junon and Observateur made sail in chase, and at 4h. p.m. the strangers were discovered to be frigates. At 5h. the Junon made the private signal, on which the strangers hoisted Spanish colours. The Junon, still running down towards the frigates, made the Spanish private signal, which was correctly replied to by the Renommée.

Thus deceived, Captain Shortland continued to approach the French frigates, until at 5h. 30m., when the enemy hauled to the wind in line of battle on the larboard tack. The Junon then shortened sail, and, having arrived within a quarter of a mile of the Renommée, the latter substituted French for Spanish colours, and poured a destructive broadside into the bows of the British frigate. The Junon bearing up, then ran under the

stern of the *Renommée*, pouring in a raking broadside. The *Observateur*, at about the same time, brought to on the larboard tack, and discharged her broadside at the French frigate, but at too great a distance to do much execution. The *Clorinde*, the next ship to the commodore, then ranged up on the starboard beam of the *Junon*, and between these ships a warm action ensued. After the *Junon* and *Clorinde* had engaged about ten minutes, the *Renommée*, being some distance ahead of the combatants, wore round on the starboard tack and ran the *Junon* on board on her larboard beam; the *Seine* and *Loire* also stationed themselves, one ahead and the other astern of the *Junon*, and kept up a galling fire.

The *Loire*, having on board 200 troops, after a time ran her bowsprit over the starboard quarter of the British frigate, in which position the deck of the latter became exposed to a destructive fire of musketry. In the heat of the action Captain Shortland had one of his legs broken by a grape-shot, and was also badly wounded by splinters. The command then devolved on Lieutenant Samuel Bartlett Decker. The *Junon* was now grappled by the *Clorinde*, and an attempt made to board on the starboard quarter; but being resisted by a few men led on by Lieutenant John Green, of the marines, who nobly fell in the struggle, the assault failed. The foresail being then set, the *Junon* disengaged herself from her opponents; but, being again closed with, and boarded on both sides at once, the British ensign was hauled down.

The *Junon* commenced the action with no more than 224 men; and, of this number, had twenty, including Lieutenant Green, killed; and forty, including Captain Shortland and some officers not named, wounded. The *Observateur*, having hauled to the wind as soon as the impossibility of preventing the capture of the *Junon* was observed, escaped without loss. The *Renommée*, out of a crew of 360, had fifteen men killed and three wounded; and the *Clorinde*, six men killed and fifteen wounded. The *Loire* and *Seine*, which, including 200 troops, mustered each near 400 men, escaped without loss. The damages of the *Junon* were such that her captors, deeming it impossible to carry her to Guadaloupe, from which they were within two days' sail, set her on fire; and the English pendant remained flying over the burning ship until the masts fell. This is another of those honourable defeats which adorn the pages of British history.

On the 15th, at 1h. p.m., the *Observateur* arrived off Basse-Terre, Guadaloupe, and having telegraphed to the 38-gun frigate *Blonde*, Captain Volant Vashon Ballard, that an enemy's squadron of five frigates was within six hours' sail of her, stood on towards Martinique. The *Blonde*, in company with the 38-

gun frigate *Thetis*, Captain George Miller, and 18-gun sloops *Hazard* and *Cygnét*, Commanders Hugh Cameron and Edward Dix, immediately made sail for the channel, between the *Saintes* and *Guadaloupe*; and on the next day the 18-gun brigs *Scorpion* and *Ringdove*, Commanders Francis Stanfell and William Dowers, joined, and were detached to reconnoitre *Basse-Terre*.

On the 17th, the 32-gun frigate *Castor*, Captain William Roberts, joined, with information that on the 15th she had been chased by the *Renommée* and consorts. At daylight two strange ships were seen to the northward. These were the *Seine* and the *Loire*, which had separated from their consorts and were making the best of their way to *Basse-Terre*. Chase was immediately given, and at 10h. a.m., the two frigates, finding themselves cut off from their port, entered a cove named *Anse la Barque*, and anchored head and stern, under the protection of a strong battery on each point of the cove. At 2h. 40m. p.m. a battery on *Point Lizard*, a little to the southward of *Anse la Barque*, having fired at the British squadron and struck the *Ringdove*, Captain Bowers embarked a party in his boats, and at 3h. landed, and stormed and carried the fort, of which he spiked the guns, blew up the magazine, and at 4h. returned to the *Ringdove* without having sustained any loss. In the evening, the 12-gun schooner *Elizabeth*, Lieutenant Charles Finch, joined company, and was despatched to sound the entrance to the bay, where Lieutenant Finch succeeded in finding a safe anchorage. On the same evening, the 36-gun frigate *Freija*, Captain John Hayes, arrived from *Martinique*.

On the 18th, at 8h. 30m. a.m., the 74-gun ship *Sceptre*, Captain Samuel J. Ballard, arrived from *Martinique* just as a flag of truce came off from the shore. This the commodore speedily dismissed, and made preparation for an immediate attack. The *Blonde* and *Thetis* were ordered to enter the bay and engage the French frigates, while the *Sceptre* and *Freija* cannonaded the batteries, and the *Hazard*, *Cygnét*, *Ringdove*, and *Elizabeth* were ordered to take the boats of the squadron in tow. Owing to the light winds, the frigates found great difficulty in nearing the shore; but at 2h. 25m. p.m. one of the forts commenced firing, and at 2h. 40m. the *Seine* and *Loire* opened their fire.

Having at length arrived within a quarter of a mile of the French frigates, and within half pistol-shot of a fort, the *Blonde* anchored with springs, and opened her starboard broadside; and the *Thetis* soon afterwards anchored and commenced firing. At 3h. 30m. one of the enemy's ships was dismasted, and surrendered; and the *Thetis*, which ship had principally engaged her, then brought her broadside to bear on the fort. At 4h. 20m. the remaining French frigate hauled down her

colours, and the *Blonde* and *Thetis* made sail out of reach of the fort. At 5h. 20m. the northernmost frigate having caught fire, blew up with a tremendous explosion, and a portion of the burning wreck falling on board the other frigate, caused her destruction also.

Just as the night was closing in, the boats of the squadron, under the orders of Captain Cameron, covered by the fire of the brigs, quitted for the shore, and landed under a heavy fire. The British succeeded in storming the fort, but not without sustaining a serious loss in the person of Captain Cameron, who was wounded by a musket-ball, while gallantly hauling down the French colours, and afterwards killed by a grape-shot, as he was stepping into his boat to return to the *Hazard*, after having so well executed the service he was sent to perform. The principal loss was sustained by the *Blonde* and *Thetis*; the former had her first lieutenant, George Jenkins, Edward Freeman, master's mate, four seamen, and two marines killed; and Lieutenant Caesar W. Richardson, Thomas Robotham, midshipman, ten seamen, and four marines wounded; the *Thetis* had six seamen wounded; total, including Captain Cameron, of the *Hazard*, nine killed and twenty-two wounded. The first lieutenant of the *Sceptre*, John Wyborn, was promoted for this service, his commission bearing date the day of the action. The naval medal has been awarded to all the ships engaged on the above occasions.

CHAPTER XXX.

1810.

NUMEROUS VERY GALLANT MINOR ACTIONS.

ON the 17th of January the 36-gun frigate *Freija*, Captain John Hayes, while cruising off Guadeloupe, discovered a brig and two other vessels in Baie Mahaut. At 9h. 15m. p.m. four boats, under the orders of Lieutenant David Hope, assisted by Lieutenant of marines John Shillibeer, Master's mate A. G. Countess, and Samuel Bray, gunner, pushed off from the frigate to endeavour to cut them out; and after experiencing great difficulty in finding a passage, Lieutenant Hope detained a fisherman, from whom he learnt that a detachment of troops had arrived at Baie Mahaut on that evening from Pointe a Pitre. Undismayed by this information, the boats proceeded, and having arrived within a short distance of the north-east point of the harbour, were saluted by a fire of grape from two batteries. The brig having brought her six guns on one side to bear, also opened on the boats, which were likewise fired at from men concealed in the bushes on the banks. The boats,

however, pushed forwards, and the brig was boarded, the Frenchmen escaping to the shore.

Leaving Mr. Bray with a few hands on board the brig, with directions to cover his landing, Lieutenant Hope pushed for the shore; but although the boats grounded at so great a distance that the officers and men had to wade up to their waists to get to the beach, they persevered and reached the first battery, from which the enemy retreated as the British advanced, posting themselves behind a brick breastwork, from whence they opened a fire of musketry. The Frenchmen were, however, quickly dislodged from this position by the bayonets of the marines. The battery mounted one 24-pounder and six howitzers. The gun was hove over the cliff, the howitzers buried in the sand, and the battery and magazine destroyed. Lieutenant Hope, determined to finish his work, then dashed at and carried the second battery, mounting three 24-pounders, which were spiked, and the carriages and guardhouse destroyed. Lieutenant Hope with his party then returned to the brig, which was by this time fast in the mud, the crew having cut her cables previously to quitting her; but, after great exertions, she was got afloat. Near the brig were a large ship and a schooner on the mud, which were destroyed. Having completed this task, the brig was taken in tow by the boats, and carried off. Only two men of the party were wounded.

On the 13th the *Néréide* was discovered off Abaco Point, St. Domingo, by the 22-gun ship *Rainbow*, Captain James Woolridge, endeavouring to make the windward passage. The *Rainbow* gallantly pursued her; and on the morning of the 14th, when within about a mile of the frigate, the 18-gun brig *Avon*, Commander Henry T. Frazer, hove in sight on the larboard bow, and joined in the pursuit, standing across the *Néréide*. At 1h. 15m. p.m., the *Néréide* (running with the wind on her larboard quarter) fired her maindeck stern-chasers at the *Rainbow*, and shortly afterwards cut away the stern boat to be able to fire her quarterdeck chase guns. At 3h. 30m. the *Néréide*, having hauled up about south-west to avoid the *Avon*, was enabled to fire her larboard broadside at the *Rainbow*. The British ship then hauling up, brought the *Néréide* to close action, until 4h., at which time the *Avon* arrived up, and poured a raking broadside into the stern of the enemy.

At 4h. 5m. the *Néréide*, having disabled the masts and cut away the greater part of the standing and running rigging of the *Rainbow*, wore round, and opened fire upon the *Avon*, and after a running fight between these ill-matched combatants, which lasted till 5h. (by which time the *Avon* was in a worse condition than the *Rainbow*), the *Néréide* made sail to the northward and left her. Owing to the high firing of the

French frigate, the *Rainbow* had only ten men wounded. The *Avon* was much disabled in hull, and had one man killed and one mortally wounded; and Lieutenant Curtis Reid, one midshipman, and five men severely wounded.

Towards the end of April, Captain Nesbit J. Willoughby (acting), in the 36-gun frigate *Néréide*, arrived off the Isle of France, from the Cape of Good Hope, where he fell in with a squadron under Captain Henry Lambert, which had been also sent from the Cape to cruise off the Mauritius, and endeavour to capture or destroy the enemy's possessions. Captain Willoughby was immediately despatched by Captain Lambert to cruise off the south-east coast; and, arriving off the river Noire, observed a large ship at anchor between two forts, which the *Néréide* opened fire upon. This was the French 40-gun frigate *Astrée*, the captain of which, having learnt that a British squadron was cruising off the island, had put in there for shelter.

On the 30th of April, still examining this part of the coast, Captain Willoughby observed a large merchant ship at the anchorage of Jacotel, lying within pistol-shot of two batteries commanding the entrance to the harbour. Captain Willoughby determined to attempt to cut this ship out, and with this object the boats, commanded by the captain in person, manned with fifty seamen and the same number of marines, quitted the ship at midnight. The party was accompanied by an excellent pilot, a black inhabitant of the island. Having with difficulty entered the intricate passage to the anchorage, and reached the only accessible landing-place (although even there the surf was half-filling the boats), the French national 4-gun schooner *Estafette*, lying at anchor close under the batteries, gave the alarm.

Both batteries and two field-pieces immediately directed their fire towards the spot, and on landing, the party also became exposed to a smart fire of musketry. In ten minutes, however, from this time, the nearest battery, mounting two long 12-pounders, was carried by assault; and, having spiked the guns, Captain Willoughby and his gallant followers pushed on for a guard-house in the rear, which was protected by two field-pieces, about seventy soldiers, and a large party of militia. This party, while the British were capturing and spiking the guns of the battery, had attacked the men left in charge of the boats, and had driven them into the harbour, but now opened fire upon the main body. The signal was given for the seamen and marines to charge, and the enemy fled before them in all directions, leaving the field-pieces and their commanding officer, Lieutenant Rockman (who was in the act of spiking the field-pieces), to be taken possession of by the assailants.

Having spiked the guns and a mortar, burnt and destroyed

their carriages, as well as the works and magazine, and a quantity of naval and military stores, Captain Willoughby was upon the point of returning to his ship when the party which had been driven from the first battery rallied, and, reinforced by a strong body of the militia and bourgeois inhabitants, made a vigorous show of resistance; but Captain Willoughby having made a movement indicative of a design to cut off their retreat, the French militia, regulars and all, again fled, and the British repassed the Galet, and returned to their boats. After destroying the signal-station and a flagstaff one mile inshore, Captain Willoughby re-embarked, bringing away the French schooner (which the midshipman and party left in charge of the boats had boarded) and two field-pieces, with which he joined the *Néréide* in the offing. This gallant service was performed with the loss of one marine killed, and Lieutenant Deacon, four seamen, and two marines wounded; although the force to which they had been opposed could not have been less than 600 troops.

On the 1st of May, while the 38-gun frigate *Spartan*, Captain Jahleel Brenton, in company with the *Success*, was cruising off the island of Ischia, the French 40-gun frigate *Cérés*, 28-gun ship *Fama*, 8-gun brig *Sparvière*, and cutter *Achille*, were discovered and chased close into the Mole of Naples. Captain Brenton, feeling satisfied that the French commodore would not again put to sea while there were two frigates before Naples, despatched Captain Ayscough, in the *Success*, to cruise off Capri, after which the *Spartan* stood in towards Naples. Prince Murat had, however, previously determined that an attack should be made upon the two British frigates on their reappearing off the port; and had ordered 400 Swiss troops to embark on board the frigate and corvette, and appointed seven large gunboats to accompany the squadron.

On the 3rd, at 5h. a.m., as the *Spartan* was standing in for Naples, on the starboard tack, with a light air from south-east, and about midway between Cape Misano and the island of Capri, the French squadron was discovered right ahead, distant six miles, and standing off shore on the larboard tack. The enemy's force consisted of the 18-pounder frigate *Cérés*, mounting forty-two guns, with a crew of 350 men; *Fama*, twenty-eight guns, 8 and 12-pounders, and 200 men; brig *Sparvière*, eight guns and ninety-eight men; cutter *Achille*, ten guns and eighty men; and seven gunboats, each mounting one long 18-pounder, with crews averaging forty men; making, with the 400 Swiss troops, a total of about 1400 men and ninety-five guns, to which the *Spartan* could only oppose the forty-six guns of her class, and 258 men and boys. At 7h. the *Cérés* hauled up, as if desirous to cross the bows of the British frigate; but the *Spartan*, by hauling close to the wind and making sail,



THE CAPTURE OF THE "SPARVIERE."

frustrated this design. The French commodore then continued to stand on with the wind abeam, and the Spartan, hauling up her courses, edged away towards the enemy. At 8h. (the wind light, and the ships going about three miles an hour), having arrived within pistol-shot of the larboard bow of the Spartan, the Cérés opened a fire from her larboard guns, which was not returned until the Spartan was directly abreast her enemy, when a trebly-shotted broadside was poured in. Passing on, the British frigate engaged the Fama and Sparvière in succession, but the cutter and gunboats had tacked to the eastward.

As the Spartan hove in stays, she fired her larboard broadside at the gunboats, and, as she came round, opened her starboard broadside on the Sparvière and ships ahead of her. The Cérés, instead of supporting the gunboats, wore round and stood inshore towards the batteries of Baia, followed by the Fama and brig, and the Spartan bore up after them; but a few minutes before 9h. the breeze died away, leaving the British frigate with her head exposed to the starboard broadside of the Cérés, the corvette and brig on her larboard bow, and the cutter and gunboats sweeping up astern. A heavy cross fire was then opened upon the Spartan, and shortly afterwards Captain Brenton, while standing on the capstan, received a most severe wound from a grapeshot, which embedded itself in his hip, notwithstanding which he jumped from the capstan head on which he was standing.

Being carried below, the command of the Spartan devolved upon Lieutenant George Wickens Willes. After a while a light breeze enabled the Spartan to bring her broadside to bear on the starboard quarter of the Cérés and bow of the Fama, the brig and gunboats being nearly astern. From the disabled state of the Spartan's sails, however, the Cérés and Fama could not be prevented from getting within reach of the batteries of Baia, when the Spartan wore round with her head off shore, raking the frigate and Fama in the meanwhile with her starboard guns, by which the fore-topmast of the latter was shot away. Closing with the Sparvière, the Spartan, at 10h., compelled her to surrender, with the loss of main-topmast. At about the same time the gunboats came down and took the Fama in tow.

The Spartan, having an officer and eighteen men absent in a prize, commenced the action with only 258 men and boys, of which one master's mate (William Robson), six seamen, and three marines were killed, and Captain Brenton (severely), Lieutenant Willes, fifteen seamen, and five marines wounded. The ship was much cut up in spars, sails, and rigging. The French acknowledged to a loss (exclusive of the Sparvière's) of thirty killed and ninety wounded; among the former was the second

captain of the *Cérès*. The captured brig was supposed to have had eleven men killed.

Taking her prize in tow, the *Spartan*, after repairing her principal damages, stood across the Bay of Naples, within three or four miles from the mole, to the indescribable mortification and chagrin of Prince Murat, King of Naples. The gallantry and skill of Captain Brenton deserve the warmest commendation. That he should single-handed have sought a force so much superior—that he should have engaged and beaten them in the sight of their own harbour, and during weather particularly favourable to the co-operation of gun-vessels (whose destructive powers have been on many occasions shown), and that he should have crowned his triumph by capturing one of their number, is indeed astonishing; but it is only another proof of how much well-disciplined men, led on by a talented and courageous commander, can effect; and which, to the undisciplined and ignorant, would be considered, as indeed it would be, matter of impossibility. The Patriotic Fund presented Captain Brenton with an elegant sword, value 100 guineas, and the naval medal has recently been awarded to the surviving participators.

A squadron, consisting of the frigates *Caroline* and *Piémontaise*, Captains Christopher Cole and Charles Foote, and 18-gun brig *Barracouta*, Commander Richard Kenah (acting), accompanied by the transport brig *Mandarin*, Lieutenant Archibald Buchanan, was despatched by Vice-Admiral Drury, with 100 soldiers of the Madras European regiment, and provisions and stores, to be landed at Amboyna. This squadron sailed on the 10th of May from Madras. Captain Cole, previously to quitting, had obtained the commander-in-chief's permission to attack the enemy's settlements in his route to Amboyna; but the permission was qualified with a friendly caution not to attempt too much, and the great strength of the island of Banda was specially pointed out. The squadron arrived at Pulo-Penang on the 30th of May, and having obtained some imperfect information relative to the force and description of Banda-Neira, the Dutch seat of government, and being supplied with twenty artillerymen and as many scaling ladders, Captain Cole determined to enter the Java Sea and make an attack upon that settlement, notwithstanding the south-east monsoon had set in.

Anxious to gain the place of his intended operations before it was possible for the neighbouring islands to throw additional strength into the garrison (which was then known to consist of upwards of 700 regular troops), Captain Cole determined on taking the squadron through the dangerous passage between Borneo and Malwalli. The passage was full of coral reefs, but by keeping a good look-out, the ships avoided them all.

On the 8th of July, in the morning, the squadron made the Banda Islands, and having by dark arrived close in with Neira (or Banda-Neira), two shots were fired at the ships, thereby furnishing proof that the British visit was not wholly unexpected. Under these circumstances, Captain Cole, aware of the inutility of an attempt to reduce an island of such great strength, decided, as the only probable course for success, to effect a landing with the boats the same night. To this he was the further induced by a sudden change of the weather from calm to tempestuous, which favoured his design for a surprise. At 11h. p.m., the ships having dropped within two cables' lengths of the shore, the boats, commanded by Captain Cole in person—containing 390 men, officers included—quitted the *Caroline*, and pulled in the direction of the east point of Great Banda or Lantor. The stormy state of the weather and extreme darkness of the night unavoidably led to the separation of the boats, and by 3h. a.m. of the 9th, Captains Cole and Kenah in their gigs were the only boats at the appointed rendezvous. Having after some delay effected a junction with a portion of the boats, Captain Cole, desirous to land before daylight should reveal his intentions and force to the enemy, and receiving the strongest assurances of support from the men then with him, gave directions for the party to advance.

Banda-Neira is about two miles in length, and about half a mile in breadth. It was protected by ten sea batteries, and two powerful castles, named Belgica and Nassau, which commanded one another, as well as all the sea batteries. Castle Belgica mounted fifty-two pieces of heavy ordnance, and was deemed by the Dutch to be impregnable. In the whole, 138 guns were mounted on the island.

Captain Cole's force consisted of 140 seamen and marines, and about forty soldiers. Veiled by a black cloud accompanied by wind and rain, the boats had reached within 100 yards of the shore, when they grounded on a coral reef immediately under one of the sea batteries, mounting ten long 18-pounders; but the violence of the squall was such that the boats were unobserved. The seamen, leaping overboard, succeeded after a time in launching the boat over the reef, and a few minutes afterwards reached a small sandy cove, bordered with jungle. Having formed on the shore, Captain Kenah and Lieutenant Carew, at the head of a party of pikemen, advanced to attack the battery in the rear, and so promptly did they perform this service that a sentinel was killed by a pike, and sixty officers and men made prisoners, without firing a shot, although the men were stationed with lighted matches at their guns.

Captain Cole then determined to make an attack upon Castle Belgica, and recalling Captain Kenah, who was advanc-

ing upon the next sea battery, and leaving a guard at the captured battery, they pushed forward on this desperate enterprise. Guided by one of the natives, the British proceeded through a narrow winding path, and although the bugle was now sounding to alarm the garrison, yet, favoured by the storm raging overhead, reached within 100 yards of the citadel before they were discovered. An ineffectual fire of musketry was immediately opened; but rushing up the steep on which the castle was situated, and by the aid of their scaling ladders, the assailants were quickly in possession of the lower works. The ladders were then hauled up, and placed against the inner wall, but were found too short; and the besieged, inspired with courage at this circumstance, discharged three guns, and fired several volleys of musketry.

Just at this moment, however, the gate was opened by the Dutch guard to admit the colonel commandant and three other officers, residing outside the castle; and the British, making a rush at it, succeeded in effecting an entrance. The commandant (Colonel Daring) and ten soldiers of the garrison fell before the besiegers, and the French colours were displayed upon the flagstaff of Fort Belgica. A part of the garrison escaped over the walls, and the remainder, amounting to four officers and forty artillerymen, surrendered themselves prisoners.

Daylight had now fully broken, but no reinforcement appeared, the ships having been buffeted about by the variable and boisterous winds, by which they were prevented from co-operating with the shore party; but having discovered the small union jack on Fort Belgica, the *Caroline* and consorts stood in, and at a little before 8h. a.m. anchored off the town. Previously to this, however, Captain Cole had sent out a flag of truce, threatening to open fire upon the town and Fort Nassau, unless all hostility instantly ceased, when the Dutch flag, which had been hoisted, was hauled down, and, in the course of the day, his terms being fully complied with, 1500 regulars and militia laid down their arms on the glacis of Fort Nassau. The boats which had separated from Captain Cole, after enduring great hardships, got alongside the Mandarin.

For the important conquest he had achieved, and that without losing a man, Captain Cole received the thanks of the Admiralty, commander-in-chief and governor-general of India; but probably the letters addressed to him by the partners in his triumph, Captains Foote and Kenah, presenting a silver cup; from the lieutenants and other officers, accompanying a sword of 100 guineas' value; a third from the officers of the company's troops engaged, with a sword of the same value; and a fourth (subsequently received) from the crew of the *Caroline*, with a similar mark of their admiration, had much

greater charms for the brave captain, whose kindness had equally gained their affection. The wealth found at Banda was immense. The capture of Banda-Neira entitles the surviving participators to the naval medal.

The *Iphigenia*, *Néréide*, and gun-brig *Staunch*, having joined Captain Pym, in the *Sirius*, off the Isle of France, after the success in reducing the Isle of Bourbon, it was decided upon to attack Isle de la Passe, a small island lying at the entrance of Bourbon harbour (or Port South-east) on the east side of the Isle of France, and sheltered on the north-east by Point du Diable. On the evening of the 10th August the boats of the frigates, including those of the *Iphigenia*, containing about 400 men, under the command of Captain Willoughby, proceeded to the attack of the Isle de la Passe; but the weather being too boisterous, the boats returned to their ships, which, in order to deceive the enemy, put to sea, and rejoined Captain Lambert on the other side of the island.

The *Sirius* again arrived off the island on the 13th of August; and Captain Pym, apprehensive that the enemy might gain intelligence of his designs, did not wait the *Néréide's* arrival, but, at 8h. p.m., despatched five boats, including two from the *Iphigenia*, containing together seventy-one officers and men, commanded by Lieutenant George R. Norman, assisted by Lieutenants Henry D. Chads and John W. Watling, and Lieutenants of marines James Cottell and William Bate. The batteries on Isle de la Passe, the circumference of which is about two miles only, were all erected in commanding situations with high breastworks, and mounted nineteen heavy pieces of ordnance, including three 13-inch mortars and two howitzers. The principal landing-place is on the inner or north-west side, which was defended by a strong *chevaux-de-frise* and two howitzers. The garrison consisted of two officers and eighty soldiers. Before reaching the scene of warfare, however, Lieutenant Chads separated from the *Sirius's* boats, and made for another part of the island, where he landed without opposition.

Just as the *Sirius's* party got abreast the outer battery, the moon which had been shining brightly, was obscured, and the boats were enabled to reach the third battery unperceived, when the enemy opened fire upon them, which killed and wounded several men. Having reached the landing-place, Norman and Watling attempted to scale the works, but were beaten back; and at the same time Norman was shot through the heart. Lieutenant Watling, however, made another attempt, and gained possession of the fort after a desperate struggle. After overpowering the enemy, he was joined by Lieutenant Chads, who, being the senior officer, assumed command of the whole. The only loss sustained was by the party under Lieutenant Watling,

which amounted to five killed and twelve wounded. The French commandant having omitted to destroy the signals, they fell into the hands of the British.

On the 14th, in the morning, the *Néréide* and *Staunch* joined company; and, on the 15th, Captain Pym committed *Isle de la Passe* to the charge of Captain Willoughby.

The position of *Isle de la Passe*, in reference to its contiguity to the mainland, was not lost upon Captain Willoughby, who availed himself of every opportunity of harassing the enemy by frequent incursions. On the 17th of August, at the head of a party of 170 officers and men, he attacked the fort on *Point du Diable*, which he stormed and carried without sustaining any loss; and after spiking the guns and destroying the magazines and magazine, the party moved on along the coast to the town of *Grand Port*. On the 18th, Captain Willoughby destroyed the signal-house at *Grande Rivière*, and on the 19th and 20th again landed with his party; but while at a great distance from the ship, at 10h. a.m., five large sail were observed standing down, under easy sail, for the *Isle de la Passe Channel* to *Grand Port*.

Leaving the remainder of the boats to follow, Captain Willoughby departed in his gig, and after a row of five miles, reached the *Néréide* at noon. Having, as before mentioned, obtained possession of the French signal-book, Captain Willoughby, anxious to entice the ships into *Grand Port*, hoisted French colours. He then made the French signal, "the enemy is cruising off the *Coin de Mire*." The French frigates replied by making the private signal, which was answered from the island. Upon which they made their numbers, as the *Bellone* and *Minerve* frigates, *Victor* sloop, and two prizes; which latter were the *Windham* and *Ceylon*, captured on the 4th of July.

At 1h. 30m. p.m., the *Victor* leading, arrived within pistol-shot of the *Néréide*, when the latter, substituting British for the French ensign, opened fire with such effect that the corvette hailed to say she had struck, and anchored on the *Néréide's* starboard quarter. Lieutenant John Burns was sent to take possession; but in the meanwhile the *Minerve*, followed by the *Ceylon*, entered the channel, and, after exchanging broadsides with the *Néréide*, Captain Bouvet ordered Captain Morice, of the *Victor*, to rehoist the colours, and follow the *Minerve*, which was accordingly done, and the *Victor* was quickly under sail, in the wake of the *Ceylon*, steering for *Grand Port*. At about 2h. 40m., the *Bellone*, exchanging a few shot with the battery, steered towards the *Néréide*, as if with the intention of attacking her; but, after firing a broadside, entered the harbour with her consorts. The boats which Captain Willoughby had left

behind him almost miraculously escaped capture, and arrived alongside the *Néréide* in safety.

Early on the morning of the 21st of August, the *Windham*, which, having separated from the above squadron, had steered for the *Rivière Noire*, was seen from the *Sirius*, while cruising off Port Louis. Lieutenant Watling, unaware in the twilight of the real force of the enemy, proceeded to board her with the gig and jolly-boat, the latter, with a crew of four men, in charge of John Andrews, midshipman; but, owing to some strange oversight, no arms were in either boat. Daylight discovered to the boarding party a ship of 800 tons, apparently armed with thirty guns, very near the French batteries, and distant three miles from the *Sirius*.

Undaunted by these discouragements, Lieutenant Watling and the midshipman boarded at the head of their men, who, armed with the boats' stretchers only, fought their way up the side, and gained possession of the deck. Thus was the *Windham*, mounting twenty-six guns, commanded by a lieutenant *De Vaisseau*, and manned with thirty French sailors, captured by eleven unarmed British seamen, within shot of the French batteries. As the latter very soon opened on the *Windham*, Lieutenant Watling, with his little band, was in a critical situation; but, after sustaining their fire for about twenty minutes, by which one Frenchman and three Lascars were wounded, the well-won prize was brought off.

Hitherto success had followed success; but the tide of fortune seemed now to have reached its height. Captain Willoughby, in the *Néréide*, at *Isle de la Passe*, being left in a very critical situation, environed with enemies sufficient to have annihilated his small force, had a vigorous attempt been made, despatched Lieutenant Deacon, in the launch, with a note to Captain Pym, who was cruising on the other side of the island, stating the arrival of the French ships at Grand Port (or Bourbon Harbour), and offering to lead in and attack them at their anchorage with one frigate besides the *Néréide*. Lieutenant Deacon arrived on board the *Sirius* on the 21st, and on the 22nd of August the latter made her appearance off Grand Port, and exchanged numbers with the *Néréide*, still at anchor, and maintaining her station under the little island. The *Néréide* immediately hoisted the signals:

"Ready for action"; "Enemy of inferior force."

Captain Pym, having decided on making the attack, hoisted the signal for the *Néréide*'s master. Mr. Robert Lesby accordingly repaired on board, but the black pilot, who was the only person acquainted with the channel beyond the *Isle de la Passe*, remained on board the *Néréide*. The *Sirius* then made sail and bore up with the south-east trade wind for the passage;

and at 2h. 40m. p.m., agreeably to a signal to that effect from the *Sirius*, the *Néréide* got under weigh, and, with her staysails only, followed the *Sirius*. At 4h. the *Sirius* grounded on the point of a shoal on the lefthand side of the channel, and, having much way on her at the time, was forced a considerable distance on the bank. The *Néréide* immediately anchored close to her, and, after much hard labour, the *Sirius* was hove off. Nothing more, however, could be effected that night.

On the 23rd, the *Iphigenia* and *Magicienne*, Captains Henry Lambert and Lucius Curtis, joined company, and the four frigates, led by the *Néréide*, at 4h. 40m. p.m., again stood down channel towards Grand Port. The following was the order of attack arranged: the *Néréide* to anchor between the *Victor* (the rearmost ship of the enemy) and *Bellone*; the *Sirius* abreast the *Bellone*; the *Magicienne* between the *Ceylon* and the *Minerve*; and the *Iphigenia* on the broadside of the latter. The *Néréide*, with only her staysails, jibs, and driver set, cleared the winding passage, and stood along the edge of the reef which skirts the anchorage, directly for her allotted station. The *Sirius* also weighed; but keeping on this occasion too much to starboard, touched the ground just as the shot of the enemy were beginning to reach her, and, having great way on, notwithstanding her anchor was let go, ran over the edge of one shoal, and remained stationary on a coral rock. The *Magicienne* and *Iphigenia* successively cleared the channel; but the former, having no pilot, grounded on a bank, when about 400 yards from her station, in such a position that only three of her foremost guns would bear on the enemy. The *Iphigenia*, taking warning by the *Magicienne*'s mishap, dropped her stream anchor, and brought up by the stern in six fathoms; then, letting go a bower anchor under foot, her starboard broadside was brought to bear upon the *Minerve*.

The *Néréide* in the meanwhile had begun the action with the enemy's rear, and was about to anchor in her appointed berth, when Captain Willoughby, observing the accident to the *Sirius*, nobly pushed on and took the station which was to have been occupied by that ship, abreast of the *Bellone*, from which she was at no greater distance than 200 yards. At 5h. 15m. a most severe cannonading commenced between the 12-pounder and 18-pounder opponents; but, to add to the great disadvantage of the *Néréide*, the *Victor* also brought her guns to bear on the British ship.

The battle now raged with great fury, and at 6h. 15m. the *Ceylon* hauled down her colours; but before a boat could get alongside to take possession, the ship cut her cables and made sail for the shore. But in endeavouring to effect this, the *Ceylon* got foul of the *Bellone*, and that ship also cut her cables

and ran aground. At about the same time the *Minerve*, having had her cables cut by shot, made sail in the direction of the *Bellone*, and grounded close to her. The *Bellone*, however, took the ground in such a position that her broadside was still presented to the *Néréide*, upon which ship she continued a severe fire. At 7h., the latter's spring having been cut by a shot, she swung with her head inshore, and became exposed to a severe raking fire, but after a time again brought her starboard broadside to bear on the enemy.

In the early part of the action Captain Willoughby was severely wounded on the left cheek by a splinter, which tore his eye completely out of the socket. The first lieutenant was mortally wounded, the second dangerously, one marine officer, two officers of foot, and one of artillery, and the greater part of the crew and soldiers either killed or disabled. Most of the quarter-deck and many of the main-deck guns were dismounted; and the hull of the ship, in the most shattered condition, was striking the ground abaft at every heave of the swell. The ship being in this state, and five hours having elapsed since the commencement of the action without any boat or assistance arriving from any ship of the squadron, Captain Willoughby gave orders for the firing to cease, and for the small remains of his crew to shelter themselves below from the enemy's fire, which was still kept up with vigour. He then sent acting Lieutenant William Weiss to the *Sirius*, to acquaint Captain Pym with the situation of the ship, suggesting at the same time the possibility of towing the *Néréide* out of reach of the enemy with the boats, or of removing the crew and setting her on fire, and by so doing cause great injury, if not destruction, to the enemy's ships on shore in a cluster.

In reply to this message, Captain Pym sent a boat alongside the *Néréide*, requesting Captain Willoughby to abandon the ship, and repair on board the *Sirius*; but the gallant captain, willing to share with his remaining officers and crew their danger or imprisonment, sent back word that the *Néréide* had surrendered. Shortly afterwards a boat came alongside from the shore to know for what reason the *Néréide* had ceased firing, and was answered that the ship had struck; but the boat, being in a sinking state from shot-holes, unable to reach the shore with this answer, returned to the *Néréide*. The *Bellone* continued her fire, and at a little past midnight, the *Néréide*'s mainmast fell; but it was not until 1h. 50m. a.m. that the fire of the French frigate ceased. The *Magicienne* and *Iphigenia*, after silencing the battery, also ceased firing.

At daylight on the 24th, the *Bellone* reopened fire upon the *Néréide*, and although French colours were displayed in the forerigging in token of surrender, the firing was continued.

This attack upon a defenceless ship was then attributed to the circumstance of a small union jack, which was still flying at the mizen topgallant masthead; and as the rigging was all cut, and the halyards by which it had been hoisted shot away, nothing remained but to cut away the mast, which was accordingly done, and the firing ceased. It was stated in Captain Pym's official letter that every person on board the *Néréide* was either killed or wounded; but this proved to be incorrect. The real loss, however, was severe enough. Out of 281 officers and men, which were on board the *Néréide* at the commencement of this sanguinary battle, she had 230 killed and wounded, leaving just fifty-one as the number escaped. This heavy loss is attributed in some measure to the ship's having been lined with fir, which caused an immense number of splinters. The *Iphigenia*, out of 255 men and boys, had five seamen killed; her first lieutenant and twelve seamen and marines wounded. The *Magicienne*, eight men killed and twenty wounded; and the *Sirius* no loss whatever. On board the French ships the loss amounted to thirty-seven officers and men killed, and 112 wounded. The *Magicienne* being found immovable, and having much water in her hold, was set on fire, and blew up with her colours flying at 11h. p.m. on the 24th.

The *Iphigenia* was warped out and anchored near the *Sirius* without recommencing hostilities. After every effort had been used to get the *Sirius* afloat without avail, a quantity of her stores was removed to the *Iphigenia*, with her crew and that of the *Magicienne*, and she was set on fire, and at 11h. a.m. on the 25th blew up. After great exertion the *Iphigenia* was warped out of the channel and anchored off the *Isle de la Passe*, at 8h. 30m. p.m. on the 26th.

On the 27th all the ships in Grand Port were observed to be afloat, and three frigates were discovered in the offing, upon which the *Iphigenia* cleared for action; and having sent to the island all except about 400 or 500 men, made preparations to receive the enemy. The French squadron consisted of the frigates *Venus*, *Astrée*, and *Manche*, and *Entreprenante* brig, under Commodore Hammelin, which had sailed from Port Louis at midnight on the 21st, to relieve the squadron in Grand Port, but had been thwarted by foul winds. At 1h. p.m. the French squadron hove to off the island, and Commodore Hammelin summoned Captain Lambert to surrender at discretion. This was refused; but Captain Lambert offered to surrender the island provided the *Iphigenia* were allowed to retire to a British port with the officers and men; but these terms were refused, and on the 28th, a proposal from General Decaen, to send the British to the Cape of Good Hope, was agreed to, and the British colours were hauled down.

Captains Pym, Lambert, and Curtis, being removed with their officers and men to Port Louis, were treated infamously, and plundered of almost everything they possessed. On the capture of the Isle of France in the succeeding December, the four captains and their surviving officers and men were tried by a court-martial on board the *Illustrious*, at Port Louis, for the loss of their respective ships, and most honourably acquitted, the court further stating it as their opinion that "the *Néréide* was carried into battle in a most judicious, officer-like, and gallant manner; expressing at the same time its "high admiration of the noble conduct of the captain, officers, and ship's company, during the whole of their unequal contest."

On the 10th of September the 18-pounder 38-gun frigate *Africaine*, Captain Robert Corbet, arrived at Bourbon, and joined Commodore Rowley's squadron. On the 11th she chased a French schooner off the Isle Ronde, Isle of France, which she drove on shore in a small creek. Two boats from the frigate, commanded by Lieutenant George Forder and Jenkin Jones, master's mate, were sent in, and boarded the schooner; but she was so effectually defended by a body of soldiers on each bank of the narrow creek that the British were compelled to abandon her, with the loss of two men killed, and Lieutenant of marines James Jackson (2), Henry Sewell, midshipman, and fourteen men wounded.

On the morning of the 12th, the *Africaine* having returned to Bourbon to land her wounded, two frigates and a brig were observed to windward, which were the French 18-pounder 38-gun frigates *Iphigénie* (late *Iphigenia*) and *Astrée*, and *Entrepreneur* brig, standing in towards St. Denis, as if disposed to offer battle. Commodore Rowley, in the *Boadicea*, accompanied by the 18-gun sloop *Otter*, Commander James Tomkinson, and gun-brig *Staunch*, Lieutenant Benjamin Street, weighed from St. Paul's Bay and proceeded in chase of the French frigates, and shortly afterwards the *Boadicea* made her number to the *Africaine*. The enemy's frigates at this time bore from the latter north, distant about eight miles. The *Africaine* then made sail on a wind in chase of the French ships, and at 6h. 20m. p.m., lost sight of the *Boadicea*, as did the latter of the *Otter* and *Staunch*. At 7h. 30m. the *Africaine* had arrived within about two miles of the weather quarter of the French frigates, and her superiority of sailing was such as to enable her to keep way with them under topsails and foresail. As it grew dark the *Africaine* threw up rockets to indicate her position to the *Boadicea*.

At 1h. 50m. a.m. on the 13th, in the midst of a heavy squall, the French frigates bore up, followed by the *Africaine*; and at 2h. 10m., the enemy having again hauled to the wind,

the *Africaine* found herself within musket-shot on the weather and starboard quarter of the *Astrée*. The *Boadicea* was now about five miles distant on the lee quarter of the *Africaine*. Captain Corbet, anxious to prevent the enemy from entering Port Louis, from which they were not far distant, determined to commence the unequal contest; and at 2h. 20m. a double-shotted broadside was fired into the *Astrée*. This the French frigate immediately returned; and at the second broadside Captain Corbet was mortally wounded, a shot striking off his right foot above the ankle, and a splinter causing a compound fracture of the thigh. The command then devolved upon Lieutenant Joseph Crew Tullidge, who received Captain Corbet's injunction, as he was being carried below, to bring the enemy to close action. At 2h. 30m. the *Astrée*, having her jib-boom shot away, and the clue of her fore-topsail cut, filled and ranged ahead; and the *Iphigénie* then bore up, and took a station on the lee quarter of her consort. The breeze having freshened, the *Africaine* boldly ran between the two ships to windward of the *Iphigénie*, and opened fire upon this fresh opponent from her larboard guns, having at the same time the *Astrée* on her weather bow.

At 3h. 30m. the *Africaine* had her jib-boom and fore topmast shot away, and shortly afterwards her mizen topmast. Lieutenant Tullidge, although severely wounded in four places, refused to quit the deck; the next officer in seniority, Lieutenant Forder, had been shot through the breast with a musket-ball and carried below; and at 4h. the master had his head taken off by a round shot. At 4h. 45m. a.m., at which time her three lower masts were in a tottering state, her hull dreadfully shattered, and the decks covered with killed and wounded, the *Africaine* ceased firing. Being in this disabled state, and finding at daylight that the *Boadicea* was still more than four miles to leeward, the *Africaine* at about 5h. hauled down her colours; but the enemy continued to fire on the surrendered ship for some minutes, and Captain Elliott and several men were killed in consequence.

In this tremendous conflict, the *Africaine*, out of 295 men and boys, including a lieutenant and twenty-five soldiers of the 86th regiment, had forty-nine killed and 114 wounded. The acknowledged loss of the French frigates was ten killed and twenty-five wounded; but this is supposed to be much less than that really sustained. The *Africaine* being totally dismasted, was taken possession of by the French; but recaptured on the afternoon of the same day by the *Boadicea* and consorts. Lieutenant Tullidge was tried by court-martial for surrendering the ship, and with the surviving officers most honourably acquitted, and complimented upon the gallant conduct evinced upon this

occasion. It is gratifying to know that Lieutenant Tullidge received the just reward of his bravery by promotion to the rank of commander.

On the 17th of September, the 18-pounder 32-gun frigate *Ceylon* (of 670 tons, built for an East-Indiaman), Captain Charles Gordon, arrived off Port Louis from Madras, in expectation of falling in with the *Boadicea*; but, after reconnoitring the port, made sail for Bourbon. At 1h. 15m. p.m. Commodore Hammelin, in the 18-pounder 40-gun French frigate *Venus*, accompanied by the 16-gun corvette *Victor*, weighed in pursuit of the *Ceylon*, and at 2h. p.m. were descried from the *Ceylon* in chase of her. The British frigate continued steering west by south, hoping to reach Bourbon, where Captain Gordon doubted not he should find the *Boadicea*. The *Venus*, however, overtook the *Ceylon* at 1h. 15m. a.m. on the 18th, and commenced the action.

A running fight was maintained with much spirit, until 4h. 30m., by which time the *Victor* had also arrived up, and commenced taking part in the action. Having lost her fore and main-topmasts and gaff, and being otherwise much disabled, the *Ceylon* then hauled down her colours. The loss on board the *Ceylon*, out of a crew of 295 men and boys, amounted to six seamen and four soldiers of the 69th killed; and Captain Gordon (severely), William Oliver, master, Captain Ross, of the 69th, Boatswain Andrew Graham, seventeen seamen, one marine, and nine soldiers wounded. Total: ten killed and thirty-one wounded. The mizenmast, and fore and main topmasts of the *Venus* were shot away, but her loss is not stated.

At 7h. 30m. a.m. of the same day, Commodore Rowley, with the *Boadicea*, *Otter*, and *Staunch*, discovered the two French ships and their prize abreast of St. Denis; and having received fifty volunteers from the *Africaine*, weighed and made sail in chase. At 8h. a.m. the *Victor* took the *Ceylon* in tow; but at 3h. 30m. p.m., finding the British gain rapidly in the pursuit, the *Victor* removed her men from the prize, and hauled up to join the *Venus*. The latter then stood towards the *Boadicea*, and the corvette made sail towards the Isle of France. At 4h. 40m. p.m. the *Boadicea* ran the *Venus* alongside, and after ten minutes' engagement, in which the British frigate had two men wounded, and the *Venus* nine killed and fifteen wounded, the latter hauled down her colours.

The *Boadicea* taking the *Venus* in tow, and the *Otter* the *Ceylon*, returned to the Isle of Bourbon. Captain Gordon subsequently resumed the command of the *Ceylon*, and being tried by court-martial for her loss, was most honourably acquitted. The *Venus*, a fine ship of 1100 tons, was taken into the British service, and, to perpetuate the name of Captain

Willoughby's gallantly-defended ship, was called the *Néréide*. The recapture of the *Ceylon* and the capture of the *Venus* entitles those serving in the *Boadicea*, *Otter*, and *Staunch* to the naval medal.

On the 3rd of December, the Isle of France capitulated to a squadron under the command of Vice-Admiral Bertie, consisting of seven sail of the line and seven frigates; also a fleet of transports containing 10,000 troops, under Major-General Abercromby. This capture was effected after some severe skirmishing, and was attended with the loss on the part of the British of twenty-eight killed, ninety-four wounded, and forty-five missing. The French regulars amounted to 1300, and the militia to 10,000 men; the island was defended by 209 cannon. In Port Louis were found the 40-gun frigates *Bellone*, *Minerve*, *Manche*, *Astrée*, *Néréide*, and *Iphigénie*, corvette *Victor*, and brig *Entreprenante*; also the *Charlton*, *Ceylon*, and *United Kingdom*, late English Indiamen, and twenty-four French merchant ships. The *Bellone* under the name of *Junon*, the *Astrée* under that of *Pomone*, and the *Iphigénie* under her English name, were added to the British navy; but the *Néréide* was found in so bad a state that she was sold to be broken up.

Numerous other minor actions took place this year, as in preceding years, in the majority of cases the British being successful; but in all instances the British honour was fully maintained.

CHAPTER XXXI.

1811.

BATTLE IN THE ADRIATIC—BRILLIANT ENGAGEMENT OFF ISLE-DE-PASSE—NAVAL TRANSACTIONS AT JAVA—INTERESTING MINOR ENGAGEMENTS.

ON the evening of the 4th of March, Commodore Dubourdieu, who in the month of October last entered the harbour of Ancona, sailed from that port with a squadron of six large frigates, one 16-gun brig, a 10-gun schooner, 6-gun xebec, and two gunboats, having on board about 500 troops, intended to garrison Lissa (a small island on the coast of Dalmatia) as soon as they should have gained possession of it. Early on the morning of the 13th, Commodore Dubourdieu came in sight of the British squadron, at this time about a mile from the entrance of Port St. George. At 4h. a.m. the extremes of the island of Lissa bore from the *Amphion* east by south and south by west, and at 6h. the Franco-Venetian squadron bore down to the attack, in two divisions, in the following order:—

STARBOARD, OR WEATHER DIVISION.

Guns.	Ships.
40	{ Favorite (Commodore)
	{ Flore
32	Bellona (Venetian)
16	Mercure

LARBOARD, OR LEE DIVISION.

Guns.	Ships.
40	{ Danaë
	{ Corona (Venetian)
32	Carolina (Venetian)
A schooner, xebec, and gun-boats	

The British ships, under top-gallant sails and jib, each with a red ensign at the peak, and decorated with the union jack and an ensign at the foremast head and on the different stays, were quickly formed in line ahead in the following order:—

Guns.	Ships.
32	Amphion.....Captain William Hoste
38	Active.....,, James A. Gordon
28	Volage.....,, Phipps Hornby
32	Cerberus.....,, Henry Whitby

The enemy's squadron was composed of four large 18-pounder 40-gun 1100 ton frigates, and two 12-pounder 32-gun frigates of 700 tons. The 40-gun frigates mounted from forty-eight to fifty guns each, and the 32-gun frigates thirty-six guns, including twenty-four long 12-pounders on the main deck; besides which, the small vessels mounted together thirty-six guns. At the lowest estimate, this squadron had on board 2500 men.

The British squadron consisted of three 18-pounder frigates; the *Active*, of 1058 tons, mounting forty-four guns; *Amphion*, of 914 tons, mounting forty-two guns; and *Cerberus*, of 816 tons and thirty-eight guns; and the *Volage*, of 529 tons, rated as a 22-gun ship, and armed with twenty-two 32-pounder carronades on the main deck, and four 18-pounder carronades and two long 6-pounders on the quarterdeck and forecastle. The crews of the above ships did not exceed 880 in all.

The actual force of the contending parties may therefore be thus stated: British, 152 guns, 880 men; Franco-Venetians, 300 guns and 2500 men: showing a superiority in favour of the enemy of 146 guns and 1620 men; or, taking into consideration the overwhelming number of men, of more than half.

Notwithstanding this disparity, which was well known to Captain Hoste, he made no effort to decline the combat; but, on the contrary, with his gallant companions, exulted in the prospect of a meeting for which they had for many months eagerly longed. With his ships formed in line on the starboard tack, in the order already stated, so compact that the flying jib-boom of the one was only a few feet from the spanker of the other, Captain Hoste gallantly offered battle to the enemy. Emulating the immortal Nelson, under whom he had first learned to meet a foe, Captain Hoste determined to try the effect of a signal, which, while it on his part served to show a grateful remembrance of his former commander and patron, might also knit by still stronger bonds the captains, officers,

and seamen under his command. He therefore telegraphed "REMEMBER NELSON." The meaning of the flags was no sooner known than it was received with hearty and enthusiastic cheers.

At 9h. the *Amphion* and *Active* opened fire upon the *Favorite*. At 9h. 10m., the *Favorite* being close on the weather beam of the *Amphion*, evinced an intention to lay her on board; but the vigorous fire opened upon her by that frigate, and in particular the discharge of about 750 musket-balls from a 5½-inch howitzer on the quarterdeck, which caused great havoc among the French crew assembled on the *Favorite's* forecastle, induced the commodore to forego it, and to haul to the wind in a parallel course with the British. The rate of sailing of the British frigates was about three miles an hour, and as they continued to stand close-hauled, all the enemy's ships, being unable to cut their compact line, were obliged also to haul up. This enabled the *Danaé*, and subsequently the *Corona* and *Carolina*, to open their broadsides on the *Volage* and *Cerberus*, which ships returned their fire with great spirit.

At 9h. 40m. the *Amphion*, being within half a cable's length of the north-west shore of Lissa, made the signal for the squadron to wear together. The *Favorite* being on the weather bow of the *Amphion*, in endeavouring to wear and get to leeward of the British line, struck on the rocks and bilged. The *Cerberus* having had her rudder-head choked by a shot, was some time in coming round, in consequence of which the *Volage* was under the necessity of passing under her stern, and thus became the leading ship on the larboard tack. The *Flore* having sustained very slight damage to her sails, wore round under the stern of the *Amphion*, and hauled up on her lee quarter, and at about the same time the *Bellone* took a station on the *Amphion's* weather quarter, and both opened a heavy fire. The *Danaé* now wore, and was followed by the *Corona* and *Carolina*, the *Danaé* taking her station abeam of the *Volage*, and her followers on the bow and quarter of the *Cerberus*.

Thus all except the *Active* became closely engaged. The *Volage* nobly maintained her station, and the character of a frigate which she was thus called upon to support, and with her 32-pounder carronades dealt such destruction on the decks of her antagonist that the *Danaé* kept a close luff to seek a greater range, by which her long guns would retain their advantage. The *Cerberus* was ninety men short of complement, and suffered very severely in her unequal contest with her two antagonists; but the *Active*, having made sail, was at length enabled to get up to the assistance of her friends in the van, and as she approached, the *Danaé*, *Corona*, and *Carolina* bore up to the eastward and made sail.

The *Amphion* in the meanwhile had suffered much from the fire of her two opponents; and, in order to lessen his disadvantages, Captain Hoste gradually edged off the wind to close the *Flore*. Crossing her bows within half pistol-shot, the *Amphion* again hauled up on the larboard tack, and brought her broadside to bear on the *Flore*'s starboard bow. This was about 11h. 10m., and after continuing the fire for about ten minutes, the *Flore* struck her colours. The *Bellona*, when the *Amphion* bore up, followed her example, and taking a station across the *Amphion*'s stern, maintained a destructive fire. Unable to take possession of the *Flore*, in consequence of the damage done to her running rigging, which prevented her from hoisting out a boat, and her stern and quarter boats being knocked to pieces, the *Amphion* turned her attention to the *Bellona*, and having with difficulty wore round on the starboard tack, took up a position on the weather bow of that ship, which, at a few minutes before noon, was also compelled to haul down her colours. Lieutenant Donat H. O'Brien, in a small punt, then proceeded to take possession of the prize. Captain Hoste perceiving the enemy flying in all directions, made the signal for a general chase, which, however, could only apply to the *Active*, as no other ship was in a condition to chase. The *Amphion* then came to the wind on the larboard tack, to leeward of the *Cerberus* and *Volage*.

The *Flore*, after the *Amphion* and other ships ceased to fire at her, had by degrees been making sail, and was now out of gun-shot to windward, when, taking advantage of her situation, and of the disabled state of her captor, she crowded all sail, and effected an escape into *Lessina*. The *Active* was in a situation to have sunk the *Flore*; but, perceiving that she had surrendered, Captain Gordon made sail in chase of the *Corona*. After receiving a galling fire as she approached, the *Active* at 1h. 45m. p.m., succeeded in getting alongside the *Corona* to leeward, when an action commenced, which was maintained with great spirit until 2h. 30m., when the *Corona* surrendered. The *Carolina* and *Danaé* had by this time got under the protection of the batteries of *Lessina*, and the small vessels had also effected their escape.

In such an action, the loss and damages of the different ships, as may be supposed, were severe. The *Amphion*'s lower masts were all three badly wounded, her larboard main yardarm and mizen topmast were shot away, and her sails and rigging much cut. Out of a crew of 251 men and boys, her loss amounted to fifteen killed and forty-seven wounded. The *Active*'s damages were comparatively slight; and out of her complement of 300 men and boys had four killed and twenty-four wounded. The *Cerberus* had only lost her mizen topsail-yard; but her hull was

much shattered; and out of a crew of 160 men and boys thirteen were killed and forty-one wounded. The mainyard of the *Volage* was shot away in the slings, besides which she lost her fore topgallantmast, and was also damaged in her masts, sails and rigging, and in hull considerably. Her loss, out of 175 men, amounted to thirteen killed and thirty-three wounded. Grand total: forty-five killed and 145 wounded.

Of the prizes, the *Corona* sustained a loss of upwards of 200 in killed and wounded; and the *Bellona* had seventy killed, and about the same number wounded, including her captain (*Duodo*) mortally.

At 4h. p.m. the *Favourite*, having been set on fire by her crew, blew up with a great explosion. At 9h. p.m. the *Corona*, while in tow of the *Active*, caught fire on the maintop, and in a short time the mainmast was in flames. The *Active* cut herself clear, and the *Corona* continued burning until 11h. 30m. p.m., when, owing to the exertions of Lieutenants James Dickenson and George Haye, the flames were got under; but not without the loss of the mast and of four seamen and one marine of the *Active*, who were drowned; and Lieutenant Haye, and Midshipman Sephas Goode, and two seamen, who were severely burnt.

The *Corona*, a very fine ship, was added to the British navy under the name of the *Dædalus*, and the *Bellona* under that of *Dover*, but only to be employed as a troop-ship. Each of the captains present at the action of *Lissa* (but not until after a lapse of some years) received a gold medal, and the first lieutenants of the ships—David Dunn, *Amphion*; James Dickenson, *Cerberus*; William Wilmot Henderson, *Active*; and William Wolrige, *Volage*—were promoted to the rank of commander. The naval medal was awarded in 1847 to the surviving participators.

To offer a word in the shape of eulogy in reference to this action would, we feel, be superfluous; the facts speak for themselves; but it may be necessary to remark that although there have been those disposed to think lightly of such enemies as Venetians, yet it is clear that these ships were fought with the utmost skill, and defended to the last extremity; indeed, had it not been for the accident to the *Favourite*, Captain Hoste might have dearly rued his temerity in meeting such enemies. A victory would doubtless have been achieved, but the sacrifice must have been great. Yet that accident was not the effect of simple chance, but of the skill of Captain Hoste, who foresaw it from the first, and by standing so long on the starboard tack enticed the French commodore to the rocks on which his ship was wrecked. Captain Hoste made a formal demand for the surrender of the *Flore*, which ship had notoriously struck to the

Amphion, but, in defiance of every honourable principle, his letters were disregarded.

On the 6th of May a French squadron arrived off Isle de la Passe, under Commodore Roquebert, consisting of the 40-gun frigates *Renommée*, *Clorinde*, and *Néréide*, each having on board 200 soldiers, which had been despatched from Brest to the relief of the Isle of France, the news of the capture of that island not having reached France. On their arrival within five miles of the island, being suspicious of the event which had happened, a boat from each ship was sent to reconnoitre. The *Renommée's* boat succeeded in gaining full information, but the other boats were detained. The frigates then made sail to the eastward, and in the course of the day were chased by the 18-pounder 36-gun frigates *Phœbe* and *Galatea*, Captains James Hillyar and Woodley Losack; and 18-gun brig *Racehorse*, Commander James De Rippe, part of a squadron, detached from the Cape station to intercept them. Expecting to be joined by the 38-gun frigate *Astrea*, Captain Charles M. Schomberg, nothing was done towards bringing the enemy to action.

The crew of the *Galatea*, annoyed that more vigorous measures were not pursued (the enemy being at this time apparently within reach), went aft in a body and requested Captain Losack to bring the French frigates to action. This, though a highly irregular step, Captain Losack so far attended to, as to go on board the *Phœbe* to make known their wishes to Captain Hillyar. On the 9th, the *Astrea* hove in sight to leeward, and the *Phœbe* and *Galatea*, in bearing up to join her, lost sight of the enemy.

Commodore Roquebert, thus left to himself, resolved to attempt the surprise of some post on the Isle of Bourbon, and on the night of the 11th arrived off that island; but the heavy surf breaking near the intended place of landing induced this plan to be given up. The French squadron then made sail for Madagascar, and on the 19th of May arrived off Tamatave, and the British garrison, consisting only of 100 men of the 22nd regiment, most of whom were sick, fell an easy prey to the squadron. Captain Schomberg, judging this to be the direction taken by the enemy, shaped his course accordingly, and on the morning of the 20th gained sight of the squadron. At noon the French ships formed in the following order on the larboard tack—*Clorinde*, *Renommée*, *Néréide*—and stood along the land to the windward of the British, which, close-hauled on the starboard tack, were endeavouring to get up with them.

At 4h. p.m. the *Astrea*, the leading ship, being nearly a mile ahead of her consorts, and abreast of the *Renommée*, was fired at by that ship, and subsequently the *Phœbe* and *Galatea*

were also engaged. The *Astrea*, after passing the *Néréide*, endeavoured to tack; but the concussion of the firing having dispelled the light air of wind, the *Astrea* missed stays, and was unable, it appears, to wear. The French commodore finding one of the British ships thus in irons, took advantage of it, and bearing up with the *Renommée* and *Clorinde*, and taking stations on the stern and quarter of the *Phœbe* and *Galatea*, opened a very severe fire upon them; the *Néréide* at the same time keeping up a distant cannonading with the *Astrea*. After a time, a slight revival of the breeze having wafted the *Clorinde* and *Renommée* down upon the *Galatea*, that ship had to bear the brunt of the action, and was severely handled. The *Phœbe* and *Astrea* meanwhile became engaged with the *Néréide*, but the *Racehorse* took little or no part in the action.

The *Galatea*'s two opponents—the *Clorinde*, under her stern, and the *Renommée* on her starboard quarter—keeping their broadsides to bear by the aid of the boats, rendered the situation of that frigate very critical; but after having two boats sunk by shot in endeavouring to get her broadside to bear upon her assailants, she at length, by getting sweeps out of the head, was enabled to open her broadside upon the *Renommée*, and partially upon the *Clorinde* also. The situation of the *Néréide*, however, and a light breeze springing up, induced the *Galatea*'s opponents to proceed to the assistance of their consort. This was at a little before 8h. p.m., so that for three hours the *Galatea* had been exposed to the fire of two powerful enemies. So serious were the *Galatea*'s damages that, on being hailed by the *Astrea*, Captain Losack stated the ship to be in too disabled a state to chase the enemy, now making off to the northward. Her fore and mizen topmasts were gone, foremast, mainyard, mizen topmast, and bowsprit in a precarious state, scarcely a shroud, stay, or rope uncut, and near four feet water in her hold, with more than sixty of her crew killed and wounded.

The *Astrea*, *Phœbe*, and *Racehorse*, however, had not received much damage, and were enabled to overtake and capture the *Renommée* at a little past 10h. p.m., and this ship was taken possession of by a boat from the *Phœbe*. The *Astrea* and *Phœbe* continued until 2h. a.m. on the 21st to follow the *Clorinde*, without avail; but the *Néréide*, greatly shattered, reached Tamatave, where she was soon afterwards captured.

The island of Java and its dependencies capitulated on the 18th of September, after a series of gallant exploits and numerous skirmishes, in which the seamen and marines bore an ample share. The fleet employed under Rear-Admiral Stopford consisted of four sail of the line, thirteen frigates and seven sloops, together with eight cruisers of the Honourable

East-India Company's service, and transports, in all nearly 100 sail. The troops were 8000 strong, under the command of Major-General Wetheral and Colonel Robert R. Gillespie. The loss sustained by the navy was as follows:—eleven seamen and four marines killed, and Captain Edward Stopford (right arm shot off), Lieutenant Francis Noble, Lieutenants of marines Henry Elliot and John S. Haswell, John D. Worthy and Robert G. Dunlop, master's mates, twenty-nine seamen, and twenty marines wounded, and three seamen missing; and the loss sustained by the army amounted to 141 killed, 733 wounded, and thirteen missing; making a total loss of 156 killed, 788 wounded, and sixteen missing. The naval medal has been granted to all present during the operations.

The following gallant affair took place during the operations antecedent to the final subjugation of Java. The Sir Francis Drake, Captain George Harris, having been despatched with the Phaëton, Captain Pellew, and Dasher, Commander Kelly, to intercept two French frigates, known to be in the neighbourhood, were, on the 29th of August, lying at anchor off Madura, of which island Captain Harris determined to attempt the capture. Commander Kelly, in the Dasher, accordingly proceeded to seek an anchorage as near as possible to the town of Samanap, the capital of the island, accompanied by the boats of the Sir Francis Drake and Phaëton, under the command of the respective captains. On the 30th, at daylight, the expedition entered the channel between the east end of Madura and Pulo 'I Lanjong, and at a little past midnight landed unobserved, about three miles from the fort.

At 1h. 30m. a.m. on the 31st, the party, consisting of about 150 men, reached the fort before being perceived, of which, after a warm but ineffectual resistance, they became masters, although it was garrisoned with between 300 and 400 Madura pikemen, and mounted sixteen guns. Daylight made visible French colours hoisted at the east end of the town, and also the natives assembling in great numbers; upon which Captain Harris ordered Captain Pellew, with 100 small-arm men and one brass field-piece, landed from the ship, to proceed with a flag of truce and a message to the governor, calling upon him to surrender the island, and promising that private property should be respected. The message was conveyed to the governor by John William Oldmixon, midshipman, who received for answer that unless the British evacuated the fort within ten minutes, and quitted the island, the whole should be put to the sword. This announcement proceeding from a person at the head of about 2000 armed men, drawn up in an advantageous position, and protected by four field-pieces, was not to be disregarded; but it had not the desired effect.

Captain Harris determined to make the attack, and having ordered Captain Pellew to advance, he, with seventy small-arm and twenty pike men, leaving a reserve of forty or fifty men in the fort, sailed out, and dashed on at the left wing of the enemy. The move was attended with complete success, for in a short time the Dutch governor (whose acknowledged force was 300 muskets, sixty artillerymen, and near 2000 pikemen, each armed with a long pike, a pistol, and a creese) was observed to break his line and draw off two field-pieces in order to oppose the advance of Captain Harris's division. Both British columns at about the same time fired a volley, and for five minutes a sharp firing was kept up; but as the British continued to advance undauntedly, the Dutch gave way, and an animated charge routed them, and left the British in possession of the colours and guns. The governor and several other Dutch inhabitants were also secured; but Captain Harris accepted a flag of truce from the Rajah of Samanap, and gave up his prisoners, on the condition that none of the people of the district should again take arms against the British. This success was followed by the subversion of French authority in Madura and the adjacent islands.

On the 24th of August, as the frigates *Diana* and *Semiramis*, Captains William Ferris and Charles Richardson, were standing in towards the Cordouan lighthouse, five sail were descried at the mouth of the Gironde, which consisted of four merchant vessels under convoy of the (late British) gun-brig *Teazer*, Lieutenant J. A. Papineau. Captain Ferris, aware of the impracticability of an open attack, had recourse to stratagem, and accordingly stood in for the river under French colours (the *Diana*, with a commodore's pendant flying), and made the signal for a pilot. The commander of the *Teazer*, deceived as to the character of the two ships, at 4h. 30m. p.m. hoisted her colours and fired a gun to leeward, as a signal for a friend, which was promptly repeated by the frigates. The battery on *Pointe de la Coubre*, at 6h. p.m., fired a few shot at the frigates, but Lieutenant Papineau, as the *Teazer* ran under the battery, hailed and told the commandant that the frigates were the *Pallas* and *Elbe*, from Rochfort, when the battery ceased firing. At 6h. 30m. a pilot-boat came alongside the *Diana*, and the crew being hauled up, the boat was veered astern as usual. At 7h. the frigates anchored off *Pointe de Grave*, between the *Cordouan* and *Royau*, under the batteries of which latter point and of *Verdon* lay the *Teazer*, in company with the 16-gun brig *Pluvier*, commanded by the captain at the port, M. A. Dubourg.

As soon as the night closed in, Captain Ferris despatched the boats of the two frigates, commanded by Lieutenants Francis Sparrow (*Diana*) and Thomas Gardiner (*Semiramis*),

having with them Lieutenant George B. Roper and William Holmes, master's mate, of the *Diana*, and Lieutenants Percy Grace and Robert Nicholson, and Timothy Renou, master's mate, of the *Semiramis*, to cut out the merchant vessels which had proceeded about four miles up the river. The tide, however, delayed the execution of the service, and at daylight on the 25th the boats had not returned. Captain Ferris now determined to attack the two brigs, which remained below, with the frigates, and, accordingly, at 6h. a.m. both ships weighed and steered for Verdon Road. As a proof of the strength of the deception practised, Captain Dubourg went alongside the *Diana* in his boat, and did not discover his mistake until having ascended to the quarter-deck.

While the *Semiramis* stood towards the *Pluvier*, the *Diana* laid the *Teazer* on board, the frigate's lower yards carrying away the brig's topgallant-masts. Lieutenant Robert Parsons and Lieutenant of marines Lewis P. Madden, Mark P. Noble, boatswain, and about thirty seamen and marines, then jumped on board, and, without the loss or injury of a man on either side, gained entire possession of the brig. The *Pluvier*, observing the fate of the *Teazer*, cut her cables and made sail for the beach, where she grounded near to the battery of Royan. The *Semiramis*, having approached as near as the depth of water would permit, anchored with a spring on her cable; and the boats, having in the meanwhile returned from capturing the convoy, Lieutenant Gardiner boarded and carried the *Pluvier*, in doing which himself and two seamen were wounded. The prize being hard and fast aground, and the ebb-tide making, Captain Richardson took out the crew and set the brig on fire. The *Semiramis* then joined the *Diana*, and that ship as well as the *Teazer* and captured vessels were soon out of reach of the batteries. At 1h. 30m. p.m. the *Pluvier* blew up, thereby putting the finish to a very gallant and well-executed service.

On the 20th of September, at noon, while the 38-gun British frigate *Naiad*, Captain Philip Carteret, was lying at anchor in Boulogne Roads, Bonaparte was observed to embark in his barge, and proceed on board the centre prame of his invasion flotilla, and afterwards to visit other of the vessels on his return to the shore. At 1h. p.m., the wind being from south-south-west, and a strong flood tide running, Rear-Admiral Baste, with seven prames, each mounting twelve guns, with a crew numbering 120 men each, got under weigh, and steered for the *Naiad*, then bearing from them nearly north. At 1h. 40m. the leading prame exchanged broadsides with the frigate, which remained at anchor with springs on her cables; after which they tacked and stood away, followed by the other prames. About 2h. ten brigs, each mounting four long 24-pounders, and

a sloop, fitted as a bomb-vessel, joined the prames in cannon-ading the Naiad. At 3h. 30m., it being slack water, the Naiad weighed, and stood off on the larboard tack; and at 4h. 15m. the flotilla ceased firing, and retired to the shelter of the batteries to the eastward of Boulogne. At 7h. 30m. the Naiad anchored in her former position, without having sustained any loss.

On the 21st, at 7h. a.m., when the weather-tide made, the flotilla, together with some one-gun luggers, got under weigh and stood to the westward on the larboard tack, in two lines. The weathermost line consisted of three, and the lee line of four prames, the brigs and small craft taking stations as most convenient.

The British squadron now consisted of the Naiad, 10-gun brigs Rinaldo and Redpole, 18-gun brig Castilian, Commander David Braimer, and 8-gun cutter Viper, Lieutenant Edward A. D'Arcey. The four last-named vessels at 7h. a.m. formed in line, and hove to with their colours hoisted, awaiting the approach of the enemy (the town of Boulogne bearing south-east by east, distant six miles), and at 8h. 30m. were joined by the Naiad.

At 9h. 30m. the leading prame, bearing the admiral's flag, tacked inshore and fired her broadside, when the British squadron, by signal from the Naiad, instantly bore up together in chase. At 10h. 20m., the Naiad, having got within pistol-shot of the enemy, opened fire on both sides, while the Rinaldo and Redpole engaged the Ville-de-Lyon, the sternmost prame of the lee line. Finding it impossible, owing to the shoal water, to overtake the French admiral, the Naiad wore round and boarded and carried the Ville-de-Lyon, after a very gallant resistance, in which the French lost between thirty and forty in killed and wounded. While the Naiad stood offshore with her prize in tow, the Rinaldo, Redpole, and Castilian, drawing less water, continued to follow and engage the rear of the flotilla. The two first brigs got alongside the sternmost prame, which had been next to the Ville-de-Lyon, and obliged her to haul up for the weather line; but being by this time in three fathoms water, and within reach of the batteries, the British brigs ceased firing and rejoined the Naiad.

On the 11th of October, in the morning, the 38-gun frigate *Impérieuse*, Captain the Honourable Henry Duncan, being off Possitano, in the Gulf of Salerno, discovered three gunboats moored under a strong battery. At 11h. a.m. the *Impérieuse* anchored within range of grape, and in a few minutes sank one of the boats, and silenced the fire of the fort; but the crews of the gunboats having landed and taken shelter in the fort, Captain Duncan sent the boats, under the orders of Lieutenant

Eaton Travers, with Lieutenant of marines Philip Pipon, to dislodge them. The boats were assailed by a heavy fire of musketry from the battery; but only thirty men with fifty stand of arms remained in the fort when they entered, the remainder having escaped. The guns were thrown over the cliff, the magazine destroyed, and the two gunboats brought off. One marine was killed and two wounded.

The *Impérieuse* (having been joined by the 32-gun frigate *Thames*, Captain Charles Napier), being at anchor, on the 19th, off Palinuro, on the coast of Calabria, Captain Duncan sent the boats under Lieutenant Travers, which attacked and brought off ten polacres, laden with oil, although the vessels were banked up with sand, and defended by a large body of Neapolitan troops.

Captain Duncan having discovered ten large gunboats in the harbour of Palinuro, together with a number of merchant vessels, and not considering his force sufficient to attack them, despatched the *Thames* to Sicily for a reinforcement. On the 1st of November, in the evening, the *Thames* rejoined with 250 men of the 62nd regiment, under Major Darby, and this detachment, together with the marines of both frigates, under Lieutenant Pipon, and a party of seamen under Lieutenant Travers, the whole commanded by Captain Napier, disembarked at the back of the harbour. The British then ascended the heights, which they carried in gallant style, under a heavy fire from the French, and who, in great force, in vain attempted, after dark, to recover their loss.

On the 2nd, Captain Napier finding it to be impossible to dislodge the enemy from a strong tower which protected the gunboats, was recalled, and returned on board, when both frigates ran close inshore, sank two gunboats, and captured the others. The two ships afterwards anchored close to the fort, which was soon silenced, and the garrison compelled to surrender. Lieutenant Travers then marched in and took possession of the fort, the guns of which were thrown into the sea, and the walls and ramparts blown up. Six gunboats, twenty-two feluccas, laden with oil, etc., and twenty large spars, were brought off. This was effected on the 3rd, until which time the British kept possession of the heights. In performing this very dashing and important service, Lieutenant Kay, of the 62nd, and four men, were killed, and Lieutenant Pipon and ten men wounded.

On the 28th of November, while the 18-pounder 38-gun frigates *Alceste* and *Active*, and 32-gun frigate *Unité*, Captains Murray Maxwell, James A. Gordon, and Edwin H. Chamberlayne, were lying at Port St. George, in the island of Lissa, three suspicious sail were discovered to the southward. The three British frigates, at 7h. p.m., got under weigh, and stood out to

sea, leaving for the protection of the island of Lissa a portion of seamen, and nearly the whole of the marines belonging to the three ships, together with the 20-gun ship *Acorn*, Captain George Miller Bligh.

On the 29th, at 9h. 20m. a.m., the island of Augusta in sight, and wind from south-south-west, the *Active* made the signal for three strange sail, bearing east-north-east, which at 10h. were made out to be frigates, and at first supposed to be the fugitives from Captain Hoste at Lissa; but proved to be the 40-gun frigates *Pauline* and *Pomone*, Commodore Monfort, *aine*, and Captain Rosamel, and frigate-built 26-gun store-ship *Persanne*, from Corfu, bound to Trieste, laden with iron and brass ordnance for the use of the French squadron and batteries. On perceiving the British frigates, the three French ships hauled to the wind on the larboard tack, and stood towards them; but discovering their true character, bore up north-west, and set studding-sails. At 11h. the *Persanne* being unable to keep way with the *Pomone* and *Pauline*, bore up before the wind, and the *Active* was about to follow her, but was recalled by Captain Maxwell, and the *Unité*, as the dullest sailer, ordered to go in pursuit of that ship. The *Alceste* and *Active* then continued the pursuit of the *Pauline* and *Pomone*, and at 11h. 50m. the British frigates were found to be gaining in the chase. Captain Maxwell about this time telegraphed to the *Active*, "Remember the battle of Lissa."

At thirty minutes past twelve, just as the island of Pelagosa bore from the *Alceste* south-west, distant five leagues, the *Persanne* was observed to fire her stern chasers at the *Unité*, and at 1h. 20m. p.m. the *Alceste*, going at the rate of nine miles an hour, with the wind on the larboard quarter, fired a shot at the *Pomone*, which ship immediately hoisted her colours, and fired a shot in return, which splintered the *Alceste*'s main top-gallant mast. The *Pauline* being a short distance ahead of her consort, also hoisted her colours and a broad pendant. At 1h. 24m. the *Alceste*, still under a crowd of sail in order to overtake the French commodore, exchanged broadsides with the *Pomone*; but unfortunately, at 1h. 40m., her main topmast was shot away, the wreck falling over the starboard side, and the *Alceste* consequently dropped astern. Cries of "Vive l'Empereur!" resounded from both the French ships at this mishap, but their exultations were not of any very long continuance.

About 2h., the *Active* having gallantly shot ahead to occupy the place of the *Alceste*, opened fire upon the starboard quarter of the *Pomone*, and soon brought that ship to close action. About 2h. 20m. the *Pauline* hauled close to the wind on the larboard tack, and stood for the *Alceste*, and having taken a

position on her weather beam, these ships at 2h. 30m. became closely engaged. At 3h. 5m. the French commodore, observing that the *Pomone* was losing ground with the *Active*, quitted the *Alceste*, and hauling his wind on the starboard tack, crowded all sail and got away. The 18-gun corvette *Kingfisher*, Commander Ewell Tritton, just at this time hove in sight. The *Active* having unavoidably shot ahead of the *Pomone*, a cessation of the firing took place, and at 3h. 40m. the *Alceste* ranged up on the *Pomone*'s larboard beam, and opened her fire. The main and mizen masts of the French frigate soon afterwards fell, and a union jack was then shown in token of surrender.

CHAPTER XXXII.

1812.

GALLANT MINOR ACTIONS—WAR WITH UNITED STATES—SEVERE AND UNFORTUNATE ACTIONS WITH AMERICAN SHIPS.

ON the 16th of February, the 74-gun ship *Victorious*, Captain John Talbot, accompanied by the 18-gun brig *Weasel*, Commander John W. Andrew, arrived off Venice to watch the motions of the French 74-gun ship *Rivoli*, Commodore Barré, with which some brigs of war were lying at anchor in the port. On the 21st, Captain Talbot was enabled to reconnoitre the port, and at 2h. 30m. p.m. a brig was descried to the eastward, and at 3h. a large ship, with two more brigs and two settees, were also seen. The ship was the *Rivoli*, with the brigs *Jéna* and *Mercure*, of sixteen guns, and the *Mamelouck* of eight guns, and the settees were gunboats; all about twelve hours' sail from Venice, bound to Pola, in Istria. The enemy's squadron was formed in line of battle, the gunboats and one brig ahead, and the two other brigs astern of the *Rivoli*.

All sail was instantly made in chase, and at 2h. 30m. p.m. on the 22nd, the *Rivoli* having shortened sail to allow one of the brigs to close, Captain Talbot directed the *Weasel* to bring the sternmost brig to action, and accordingly, at 4h. 15m., that brig opened fire upon the *Mercure* within pistol-shot. In a short time the *Jéna*, taking a position on the *Weasel*'s bow, also commenced firing at her, although distantly; but at about 5h. the *Mercure* suddenly blew up, and the *Jéna* crowded sail to get away. The boats of the *Weasel* were immediately lowered in the hope of rescuing the unfortunate crew, but only succeeded in saving three men. At daylight the *Weasel* regained sight of the *Jéna* and *Mamelouck*, and made all sail in pursuit, using her sweeps occasionally.

At 4h. 30m. a.m., just after the *Weasel* had begun to fire on the *Mercure*, in the manner already mentioned, the *Vic-*

torious, having a light breeze on her larboard beam, arrived within half pistol-shot of the larboard beam of the *Rivoli*, and the two ships, with courses hauled up, but with royals set, and standing in towards the Gulf of Trieste, furiously engaged for three hours. In the early part of the action Captain Talbot was badly wounded, and nearly deprived of his sight by a splinter, and obliged to quit the deck, when the command devolved on Lieutenant Thomas Ladd Peake. The *Rivoli*, at about 7h. 30m., being almost unmanageable, and her guns nearly silenced, and the *Victorious*, after her three hours' action also in a disabled state, the *Weasel* was recalled in order to render such assistance as might be required, in the event of either ship taking the ground, they being at that time in only seven fathoms water. At 8h. 40m. the *Weasel*, standing across the bows of the *Rivoli* within musket-shot, discharged her broadside, and wearing and tacking as necessary, repeated the manœuvre twice, the *Victorious* in the meantime maintaining a steady fire, which at 8h. 45m. shot away her opponent's mizenmast. At 9h. the *Rivoli* fired a gun to leeward, and hailed to say that she had struck. Port Legnian then bore north-north-west, about seven miles distant.

The action is one which redounds much to the honour of both nations. A gold medal was granted to Captain Talbot, who was also knighted, Lieutenant Peake made a commander, and Commander Andrew advanced to post rank. The *Rivoli* was conducted in safety to Port St. George, Lissa, and subsequently added to the British navy under the same name. The above is a naval medal action.

On the 27th of March, the 10-gun brig *Rosario* (eight 18-pounder carronades and two long sixes), Commander Booty Harvey, chased a division of the Boulogne flotilla, consisting of twelve brigs and a lugger, standing along the French coast near Dieppe. Each of the brigs mounted three long 24-pounders and an 8-inch howitzer, and was manned with fifty men. As the *Rosario* stood on to cut off the leewardmost brig, the whole, by signal from the commodore, formed in line, and severally engaged the British brig as she passed on the opposite tack, and when the *Rosario* luffed up to cut off the sternmost brig, the remaining eleven bore down to support their consort. The *Rosario*, with the signal flying for an enemy, now bore up towards a brig observed in the offing; but as soon as the stranger, which was the 16-gun brig *Griffon*, Commander George B. Trollope, had answered the signal, the *Rosario* again hauled to the wind, and at forty minutes past noon recommenced an attack on the enemy's rear.

At 1h. 30m. p.m. the *Rosario* gallantly ran amongst the body of the flotilla, and having damaged the running rigging of

two brigs, they fell foul of each other. After engaging them in this position until they got clear, she stood on for a third brig, which, losing her mainmast and fore-topmast, dropped her anchor. Passing this brig, the *Rosario* drove the next on shore. Two others were then to leeward, not three-quarters of a mile from the shore; and bearing up for these, the *Rosario* ran the nearest on board and quickly carried her. As the *Rosario* hauled off with her prize, the *Griffon* arrived from the offing, and drove a brig on shore near St. Aubin, where she was protected from further molestation by heavy batteries.

Commander Trollope then ran inshore of the nine brigs at anchor, and in the most gallant manner boarded and carried the centre one, and taking her in tow, stood out with his prize in the face of a heavy fire from the remaining eight brigs, as well as from the batteries. The *Rosario*, thus spiritedly supported, now ran alongside the brig she had dismantled in the morning, which was found to have been abandoned by her crew; and the two brigs made sail with their prizes, leaving the seven remaining French brigs to enter Dieppe. The only casualty on board the *Rosario* in this most dashing performance was one midshipman, Jonathan W. Dyer, and four men wounded. Commander Harvey was most deservedly rewarded by promotion, and Mr. Dyer was made a lieutenant. The naval medal is awarded to the *Rosario* and *Griffon* for the above gallant achievement.

On the 18th of June the American Congress formally declared war against England; and on the 21st Commodore Rogers, then at New York with the President and United States (the latter commanded by Commodore Stephen Decatur), 18-pounder 36-gun frigate *Congress*, 18-gun corvette *Hornet*, and 16-gun brig *Argus*, Captains John Smith, James Lawrence, and Arthur Sinclair, received orders to sail. The first object of the American commodore was to obtain possession of the homeward-bound West-India fleet, which had sailed under convoy of the 36-gun frigate *Thalia*, Captain James G. Vashon, and 18-gun brig *Reindeer*, Commander Wm. Manners. Having heard at 3h. a.m. of the 23rd, that this fleet had been seen steering to the eastward, the commodore directed his courses accordingly, and would in all probability have succeeded in effecting his design, had he not at 6h. a.m. gained sight, when about thirty-five miles south-west of Nantaucket Shoal, of the 18-pounder 36-gun frigate *Belvidera*, Captain Richard Byron, at this time standing towards the American squadron. At 6h. 30m., within six miles of the squadron, Commodore Rogers dissipated any doubt which might have existed in Captain Byron's mind as to his intention, by hauling up on the starboard tack in chase.

The wind was moderate from west-north-west, and the *President*, the leading ship of the squadron, bore from the *Belvidera* about south-west by west, when the latter set her larboard studding-sails and bore up north-east by east. At 11h. the wind fell lighter, and drew more from the westward, and at 11h. 30m. the *Belvidera* hoisted her colours, as did also the Americans, and the two commodores their broad pendants. Captain Byron now made every preparation for action. Two of the main-deck guns were got aft to the stern ports formed by cutting down the cabin windows, and two carronades on the quarter-deck were pointed through the chase-ports abaft. The Americans, but particularly the *President*, continued to gain in the chase, and the wind having drawn more from the southward, the ships were all nearly before it steering north-east.

At 4h. 20m. p.m. the *President*, being on the larboard quarter of the *Belvidera*, distant about 600 yards, commenced firing her bow guns, the first three shot taking effect in the *Belvidera*'s rudder-coat and counter. The fourth shot struck the muzzle of the larboard chase-gun on the main deck, and, breaking into several pieces, killed one man, mortally wounded another, severely wounded two, and slightly wounded Lieutenant William Henry Bruce, and two men standing beside him in the act of pointing the gun. At 4h. 25m. the *Belvidera* opened fire upon the *President*, and shortly afterwards one of the *President*'s 24-pounders burst, killing and wounding sixteen persons, including Commodore Rogers, and the main and fore-castle decks were so much injured by the explosion that it was found, according to their own accounts, impossible to use them again. For ten minutes the firing of the *President* was suspended; but instead of continuing under all sail steering a steady course, which in less than half an hour must have brought her alongside the *Belvidera*, the *President*'s helm was starboarded, and rounding to, she fired a broadside, and consequently lost nearly half a mile in the chase.

The broadside did considerable injury to the sails and rigging of the *Belvidera*, but scarcely touched her hull. The most serious difficulty the *Belvidera* now experienced was the breaking of the breeching-bolts and hooks of her chase guns by a blow from one of which Captain Byron received a severe contusion on the leg. The alacrity of the British crew, however, remedied these disasters as fast as they occurred, and the firing was continued with great spirit and accurate aim, Captain Byron and his first lieutenant, John Sykes, directing the quarter-deck carronades, and Lieutenants Bruce and George Price Campbell the main-deck guns. At 5h. the *President* was again advancing steadily, and with the same prospect of getting alongside; but apparently not over anxious for such a

consummation, a second time rounded to, and fired another broadside. The damages sustained were speedily repaired by the seamen under the orders of the master, James Kerr, and the chase was continued as before.

At 6h. 20m., the President's superior sailing had a third time brought her under the stern of the *Belvidera*, when she again yawed, and discharged two broadsides; after receiving which, the *Belvidera* also put her helm down, but without being able to fire her broadside with effect. It being evident that the President was able to run alongside the *Belvidera* at pleasure, Captain Byron determined to try to improve the sailing of his ship by cutting away all her anchors except her best bower; but it is doubtful if this would have succeeded had not the President, with a shyness which must have been painfully evident to all her consorts, waived her advantages by yawing about instead of keeping a steady course. At 6h. 30m. the Congress, being abreast of the President, commenced firing; but her shot falling short, she very soon discontinued it. To get rid of this second adversary, the *Belvidera's* yawl, barge, gig, and jolly-boat were thrown overboard or cut away, and fourteen tons of water started. The effect of this was evident, and at 8h. p.m. the pursuing frigates had dropped two miles, and at 11h. 25m. the President, then three miles astern of her chase, hove to and rejoined her consorts.

The grand aim of Commodore Rogers was destroyed by this his unfortunate chase. His cruise was almost barren, and the West-India convoy reached England six days after the American squadron returned to New York. In addition to the loss already mentioned, the *Belvidera*, out of a crew of 230 men, had seventeen slightly wounded, making her total loss two killed and twenty-two wounded. The American *official* account makes the President's loss amount to two midshipmen and one marine killed; the commodore, one lieutenant, one lieutenant of marines, three midshipmen, and twelve seamen wounded. The President's damages were so extensive that it took a day to repair them. The *Belvidera* reached Halifax on the 27th of July, carrying news equivalent to a formal declaration of war.

On the 6th of July, in the evening, as the 64-gun ship Dictator, Captain James Pattison Stewart, 18-gun brig Calypso, and 14-gun brig Podargus, Commanders Henry Weir and William Robilliard, together with the gun-brig Flamer, Lieutenant Thomas England, were off Mardoe on the coast of Norway, the mastheads of a Danish squadron, consisting of the 24-pounder 40-gun frigate *Nayaden*, and 18-gun brigs *Laaland*, *Samsoe*, and *Kiel*, and a large number of gunboats, were discovered over the rocks. Commander Robilliard volunteered to

lead the British ships to the attack; but the *Podargus* took the ground on entering the passage.

Leaving the *Flamer* to assist the *Podargus*, Captain Stewart proceeded with the *Dictator* and *Calypso*, and at 7h. 30m. p.m. arrived within a mile of the Danes, and shortly afterwards commenced the engagement. The *Calypso* having touched the ground, was now astern of the *Dictator*; but the two ships, at 9h. 30m., after having sailed twelve miles through a passage in some places scarcely wide enough to allow room for the *Dictator's* studding-sail booms, Captain Stewart ran his ship aground within hail, but with her broadside bearing upon the four ships of the enemy, which had anchored close together in the small creek of Lyngoe. The *Calypso* closely followed the *Dictator*, and both opened such a well-directed fire that the frigate (described as having been "battered to atoms") and brigs surrendered, but the gunboats escaped.

Meanwhile the *Podargus* and *Flamer* were engaged with the batteries and a division of Danish gunboats; but at length, after very great exertions, they were got afloat, though much cut up.

At 3h. a.m. on the 7th, the *Dictator*, *Calypso*, and the two prize brigs, in charge of Lieutenants James Wilkie and Benjamin Hooper, in attempting to get through the passage, were attacked by gunboats stationed behind the rocks in such a manner that not a gun could be brought to bear on them. Both brigs grounded and were abandoned.

On the 19th of August, at 2h. a.m., the 18-pounder 38-gun frigate *Guerrière*, Captain James Richard Dacres, being in latitude 40° 20' north, longitude 55° west, standing on a wind on the starboard tack, under easy sail, with a fresh breeze from north-west, on her way to Halifax to refit, observed a large ship on her weather beam. This was the United States 44-gun frigate *Constitution*, Captain Isaac Hull, which a few days before had escaped from a British squadron after a long chase.

In addition to a picked crew, the American ships were provided with a party of marines, or rather of skilful riflemen. The main deck of this ship was upwards of eight feet in height, which allowed plenty of space for working her large and heavy 24-pounders, although they were mounted upon lofty and rather cumbersome carriages. The lower sills of her ports were ten feet from the water's edge. It would be ridiculous to institute a comparison between such a ship, manned with 476 picked seamen, and excellent rifle marksmen for marines, and a contracted French frigate like the *Guerrière*, mounting only the usual armament of her class, and whose crew had dwindled down to 250 men and nineteen boys.

At 3h. 30m. p.m., each ship having discovered the true character of the other, cleared for action, and at 4h. 30m. the

Guerrière backed her main-topsail to expedite the meeting. At 4h. 50m., the Guerrière, having hoisted an English ensign at the peak, another at the mizen-topgallant masthead, and a union jack at the fore, opened her starboard broadside upon the Constitution; then filling and wearing round, she fired her larboard broadside; but the shot are described by Captain Hull as having fallen short. This would say very little in favour of the skill of the British crew, were it not known that the powder was of very inferior quality. At 5h. 5m., the Constitution, with an American ensign at the peak, another in the larboard mizen shrouds, and a third at the fore, having arrived upon the weather beam of the Guerrière, opened her fire with great precision.

To prevent being raked, the latter wore round three times, and this manœuvring having lasted till 5h. 45m., the Constitution set her main-topgallant-sail, and in a few minutes, having ranged up on the larboard and weather beam of her antagonist, brought her to close action, both ships steering with the wind on the larboard quarter. At 6h. 5m. the Guerrière's mizen-mast fell over the larboard quarter, and the wreck, by dragging in the water, brought the ship head to wind. Throwing all aback, the Constitution then succeeded in gaining a position on the bow of the British ship, within reach of the balls of the riflemen. At 6h. 15m. the two ships fell on board each other, the bowsprit of the Guerrière becoming entangled with the starboard main rigging of the Constitution. An attempt was now made by the Americans to board, when a shot from a British marine brought down the leader, the first lieutenant of marines; her first lieutenant was also shot, and the master wounded in the shoulder.

The American marines, however, were not idle. From the tops they fired upon the Guerrière's officers and men with deadly aim. Captain Dacres was painfully wounded, but continued to animate and cheer his men to renewed exertions. The master, Robert Scott, was at about the same time shot through the knee; and Samuel Grant, master's mate, was also severely wounded. After the lapse of a few minutes the combatants dropped clear of each other, and the Guerrière was enabled to bring some of her starboard guns to bear upon the American frigate, some of the wads from which occasioned a fire on the Constitution's main deck. In falling astern of her adversary, the bowsprit of the Guerrière came in contact with the Constitution's taffrail, and the foremast and mainmast of the British frigate almost immediately afterwards fell over the starboard side. The defence was still protracted; but, rolling heavily in her utterly defenceless state, little more than the semblance of resistance could be offered.

The Constitution, with every stick standing, at 6h. 45m. took up a position on the starboard quarter of the *Guerrière*, intending to renew the action, and Captain Dacres finding further resistance unavailing, if not impracticable, a lee gun was fired, and the union jack hauled down from the stump of the mizenmast.

Further detail is unnecessary; enough has, we think, been shown to prove that the *Guerrière* was captured by a ship of nearly twofold greater strength and power of resistance, and that Captain Dacres, his surviving officers and crew, richly merited the "honourable acquittal" and gratifying encomiums which a court-martial pronounced upon them.

On the night of the 31st of August, the boats of the *Bacchante* frigate, Captain William Hoste, containing sixty-two officers and men, were despatched, under the orders of Lieutenant Donat Henchy O'Brien, to bring out several vessels laden with ship-timber in Port Lema, near Rovigno. Having captured two vessels at the entrance to the port, Lieutenant O'Brien gained information that the vessels of which he was in search were under the protection of a French 3-gun xebec and two gunboats. Leaving the prizes in charge of Mr. Langton and six men, Lieutenant O'Brien, with the remainder, proceeded to the attack, and, without the loss of a man, brought out seven timber-laden, as well as the three armed vessels. The latter carried seven long guns and seventy-two men.

On the morning of the 18th the same officer was intrusted with the command of six boats (containing seventy-two officers and men). The object was to intercept eighteen sail of merchant vessels between the islands of *Tremiti* and *Vasto*. On the approach of the boats the vessels grounded, trusting for protection to eight vessels armed with long 12-pounders and swivels. The guns mounted on board the vessels consisted of eight long 12-pounders, six swivels, and the crews comprised 104 men. The men belonging to the merchant vessels also had landed, and, armed with musketry, had posted themselves in a thick wood skirting the bay. This formidable array, however, did not daunt the British; and after a most dashing encounter the whole were captured.

On the 18th of October, the 18-gun brig *Frolic*, Captain Thomas Whinyates, in charge of a convoy for England, got sight of a strange sail to windward. The stranger was at first taken for one of the convoy which had separated from the *Frolic* in a heavy gale of wind, but on a nearer approach the error was discovered. Two days previously the *Frolic* had sustained considerable damage in a heavy gale, which had separated her from part of the convoy. During the gale the *Frolic's* main-yard was carried away in the slings, her main-topmast badly

sprung in two places, and her topsails torn to pieces. These and other damages were in part attributable to the general defects of the *Frolic*, which had been five years out of an English dockyard, cruising in the West Indies. With only her boom-mainsail and close-reefed fore-topsail set, the *Frolic* hauled to the wind to give her convoy a chance of escape, and at about 11h. a.m. Captain Whinyates, anxious to draw the stranger's attention from the merchant ships, hoisted Spanish colours, upon which the ship bore up directly for her.

The stranger, which was the United States 18-gun corvette *Wasp*, Captain Jacob Jones, five days only from the Delaware, hoisted her colours and steered for the *Frolic*, then on the larboard tack. On arriving within about sixty yards of the *Frolic*, the *Wasp* hailed, upon which the former, exchanging Spanish for British colours, opened fire, which the *Wasp* returned. A heavy sea was running, which rendered it extremely difficult for the men in the *Frolic* to point the guns, the muzzles of which were often under water. The tonnage of the *Wasp* gave her an immense advantage. With ports nearly six feet above the level of the sea, she was enabled to fire her guns with deliberation and aim, while the *Frolic's*, being within a few feet only, to load and fire was all that was practicable. Every shot from the *Wasp* took effect, while the *Frolic's* passed harmlessly, or only damaged her opponent's sails and rigging, and shot away the main-topmast, gaff and mizen-topgallant mast.

The *Frolic's* peak halyards being cut by a shot, she was deprived of the only after-sail she could set, and payed off nearly before the wind. The *Wasp* now took up a position on the *Frolic's* larboard bow, and continued an animated fire, until, considering the British vessel's deck pretty well thinned of men, Captain Jones determined to board. Perceiving, however, on a nearer approach, that he was likely to meet with more opposition than he anticipated, he delayed his intention, and taking whatever position he chose, continued to fire upon the defenceless brig. After the action had lasted forty-three minutes, the *Wasp* ran her opponent on board, and the *Frolic* without further opposition became a prize.

Upon her deck, when thus boarded, Captain Whinyates, the second lieutenant (both of whom were severely wounded), and seventeen men, were all that remained, the few other survivors being below attending to their wounded shipmates or other indispensable duties. Out of the ninety-one men and eighteen boys, with which she commenced the action, the *Frolic* had lost fifteen in killed, and Lieutenant Charles M'Kay, and the master, John Stephens, mortally wounded; and Captain Whinyates, Lieutenant Frederick B. Wintle, and forty-three men, wounded. Total, killed and wounded, sixty-two. Her

masts fell over the side a few minutes after her surrender. The *Wasp's* damages were comparatively trifling; and out of a crew of 138 fine, able-bodied seamen (including many renegade British sailors), her loss amounted to eight men killed and about the same number wounded.

Had the *Frolic* been fresh from a home port, with all her spars, well rigged and properly equipped, and with a crew not worn down by long service in a tropical climate, a different result might have been looked for; but disabled as she was, and labouring under every possible disadvantage, which wind, weather, and a sickly crew conspired to create, no surprise can be felt at the *Frolic's* capture.

On the 25th of October, the 18-pounder 38-gun frigate *Macedonian*, Captain John Surman Carden, being in latitude $28^{\circ} 50'$ north, longitude $29^{\circ} 30'$ west, the 44-gun frigate *United States*, Commodore Stephen Decatur, hove in sight, bearing north by east, distant about twelve miles. The *Macedonian*, with a strong breeze from south-south-east, immediately bore up, and made all sail to close the enemy. At 7h. 30m. a.m., the two ships having arrived within three miles of each other, hoisted their colours, and Commodore Decatur his broad pendant. Captain Carden then became fully aware of the force of the enemy; but so little did the British sailors think of defeat, that the announcement was most gratifying. On the other hand, Commodore Decatur mistook the *Macedonian* for a larger ship, probably for a cut-down 64-gun ship, and therefore wore round on the starboard tack, and bore up. The *Macedonian* continued under all sail in chase, and as she rapidly overhauled the American, Commodore Decatur fell into the opposite error, and took the *Macedonian* for a 32-gun frigate, whereupon he wore round on the larboard tack, and hauled up to meet her. At 9h. a.m. the *Macedonian*, having hauled to the wind, was on the weather beam of the *United States*, and the two ships passing on opposite tacks, exchanged broadsides. The *Macedonian* being then abaft the American frigate's beam, wore, and at 9h. 20m. was on the enemy's larboard and weather quarter, on the same tack with her. In the course of a few minutes the *Macedonian* lost her mizen-topmast, and the *United States* her mizen topgallant-mast. The sailing of the two ships was thus nearly equalised, and the *United States* took advantage of the circumstance, and retained her position on the lee bow of the British frigate, keeping up a continued and severe fire.

At 10h. 15m. the *United States* squared the mainyard to allow the *Macedonian* to close; but it was then too late. At a little past 11h. the *Macedonian* lost her mizenmast, fore and main-topmasts, and mainyard; her lower masts were badly

wounded, and the standing and running rigging destroyed. To render her state more defenceless, the wreck of her mizenmast fell over the starboard side, thereby disabling those of her quarter-deck guns which were not previously useless from the imperfect fitting of the carronade slides. Having nothing to steady her, the Macedonian now rolled the muzzles of her main-deck guns in the water; and, under the circumstances, further effectual resistance was impossible. As a last resource, however, the determination to attempt to board the American frigate was come to, and the Macedonian's helm was put hard a-port with the intention of carrying it into effect. Captain Carden was the more induced to resort to this plan by seeing the United States make sail. But the execution of the design was frustrated by a shot which, having cut the lee fore-brace, the ship would not pay off, and the United States crossed the Macedonian's bows without firing a shot, having, as it afterwards appeared, expended all her cartridges. It was at first supposed that the United States had given up the contest; but having filled more cartridges and rove new running rigging, she made sail, and at noon arrived under the stern of the Macedonian; when Captain Carden, having no further means of resistance, ordered the colours to be hauled down.

The late French 38-gun frigate *Renommée*, which had been captured off Madagascar, was added to the British navy under the name of *Java*. In the month of August she was commissioned by Captain Henry Lambert, and appointed to convey Lieutenant-General Hislop, the newly-appointed governor, to Bombay. In addition to the baggage generally accompanying officers of General Hislop's rank, the *Java* was deeply laden with stores of all descriptions for ships building at Bombay. The difficulty of manning this ship had been great. Our best seamen had been drained in many channels from their legitimate employ. Privateers, merchant service crimps, and the mania for the American navy, had exhausted the grand reservoir, and to man an additional frigate properly was a work of time. This was felt in a peculiar degree by Captain Lambert, and, with the exception of a few volunteers, who filled the petty officers' ratings, the men obtained, by pressing and other compulsory means, were of the most inferior description. The captain remonstrated, but without effect, and with a crew (not fifty of whom had ever seen a shot fired) of 277 men and twenty-three boys, and eighty-six supernumeraries, principally Marine Society boys, the *Java* put to sea.

On the 30th of December, in the morning, being near St. Salvador, whither Captain Lambert was bound, to water, the American frigate *Constitution*, Commodore William Bainbridge, was descried; and, casting off a prize which had been taken on

the passage, the latter parted company, with nineteen men and a master's mate, and the Java proceeded with a moderate breeze from the north-east in chase of the stranger. Commodore Bainbridge expecting to be joined by the Essex, mistook the Java for that ship; and at about noon made the private signal. This, after remaining hoisted for ten minutes, was hauled down, and the American frigate wore and made all sail away. The Java, under a press of sail, and going ten knots, was obliged to shorten sail, while the American frigate appeared scarcely to feel the breeze. At 1h. 40m. p.m., the Java having got within two miles of the Constitution, the latter took in royals and flying-jib, clewed up her courses, and hauled to the wind on the starboard tack, and the Java did the same.

At 2h. 10m. the two ships were within a mile of each other, when the Constitution fired some of her starboard guns, but without effect. At 2h. 20m. a second broadside was fired, which also did little damage; and almost immediately afterwards the Java's larboard broadside was fired, almost every shot striking. The Constitution by this one broadside had four men killed and many wounded, and her wheel was shot away. Not relishing this spirited salute from the little ship, the Constitution fired a third broadside and bore up in the smoke. The Java bore up after her, and at 2h. 25m., the two ships having come to the wind on the starboard tack, again exchanged broadsides. The Constitution again wore to get away, but Captain Lambert was not to be thus evaded, and the Java also wore.

At 2h. 35m. the Java passed slowly and closely under the stern of the Constitution; but the opportunity thus afforded was lost upon the raw, unskilful British crew, and the only gun discharged was the forecastle 9-pounder, and that was pointed and fired by Lieutenant James Saunders, a supernumerary officer. Commodore Bainbridge, however, had not yet made up his mind to engage the British frigate, and making sail about three points off the wind, ranged ahead of the Java. At 2h. 40m. the Java luffed across the stern of her antagonist, but again without making full use of her advantage; and at about 2h. 43m. the commodore, emboldened by the Java's inefficient fire, determined to engage. Having therefore hauled to the wind on the larboard tack, the two ships were soon in close action, the Java to windward.

At 2h. 52m. the head of the Java's bowsprit was shot away, upon which the Constitution wore, and as the Java, from the loss of her jibs, was unable to follow her with the requisite celerity, she tacked, and, taking a long time to pay off, received a raking broadside from the adversary. Instead of coming to the wind on the starboard tack, the Java bore up athwart the

Constitution's bows, firing her broadside, and then luffed to on the larboard tack. The American frigate having wore round under the Java's stern, the two frigates were once more in action, at not more than pistol-shot distance, the Java to windward as before. This proved to the great disadvantage of the Java; and after it had continued ten minutes that ship was completely unrigged, and had lost her master, and a great many officers and men killed and wounded.

Captain Lambert, finding his men falling so fast from the enemy's destructive fire, determined to board, and at 3h. 8m. ordered the helm a-port to carry this design into effect. Before, however, the two ships came in contact, the Java's foremast unfortunately fell inboard, passing through the forecalt deck, and thereby encumbering the main deck. But, by the impetus which she had previously acquired, the stump of the Java's bowsprit caught the Constitution's mizen rigging, and brought her head to wind; then dropping astern, she lay at the mercy of her antagonist. The American frigate made good use of her advantage, and sailing round the Java, poured in broadside after broadside with tremendous effect. At 3h. 30m. Captain Lambert fell mortally wounded by a musket-ball in the left breast, and the command of the ship devolved on the first lieutenant, Henry Ducie Chads, who in gallantry emulated his late noble captain.

This officer, though painfully wounded, remained at his post, encouraging by his example the crew to continue their resistance. The latter, though wanting in skill, were not wanting in bravery, and far from relaxing their exertions, appeared to increase them as their chance of success receded. At 4h. 5m. the Java's mizenmast fell, and soon afterwards the Constitution again ranged up alongside the British ship, but was received with all the warmth of desperation. At 4h. 25m. the Constitution, having effectually crippled her antagonist, made sail ahead out of gun-shot; and the Java's crew, imagining she was about to make off, shouted after her and called to her to return. The American frigate having repaired the slight injuries she had received aloft, at a little before 6h. took up a position across the bows of the Java (the crew of which, in the meanwhile, had cleared the wreck of her masts, and were erecting a jury-mast). Lieutenant Chads, aware that to protract the defence would be nothing less than a wanton sacrifice of life, ordered the colours to be struck, and at 6h. p.m., after near four hours' action, the Java became the Constitution's prize.

The Java, on examination, was found so much damaged, that her captors determined to destroy her; and after removing the prisoners, which, as the Constitution had only one boat

that would swim, was a work of time, the Java, on the forenoon of the next day, was set on fire. There can be little doubt that had the Java, inferior as she was in point of *matériel*, been manned by a crew of 320 stout, able-bodied, and well-trained seamen, instead of a raw set of men, wanting in everything save animal courage, and had the Java been laden less like a store-ship, she would have given a very different account of the Constitution; and, under all the disadvantageous circumstances, her action is one highly creditable to the British navy in general, and to the brave officers and men who fought it in particular.

CHAPTER XXXIII.

1813.

SEVERE ENGAGEMENTS BETWEEN BRITISH AND UNITED STATES SHIPS

DURING the month of February, the 74-gun ships San Domingo and Marlborough, with the Maidstone and Statira frigates, and Fantome, Commander John Lawrence, brig, under the orders of Admiral Sir John B. Warren and Rear-Admiral George Cockburn, arrived off the North American coast. In April they entered the Chesapeake, and on the 3rd chased four large armed schooners into the river Rappahannock. It falling calm, the boats of the squadron were despatched in pursuit, and, after rowing fifteen miles, the four schooners were discovered; which were the Arab, of seven guns and forty-five men; Lynx, of six guns and forty men; Racer, of six guns and thirty-six men; and Dolphin, of twelve guns and ninety-eight men, drawn up in line ahead. The boats were under the command of Lieutenant James Polkinghorne, of the San Domingo; Matthew Liddon, of the Maidstone; George C. Urmston and James Scott, of the Marlborough; and George Bishop, of the Statira. The Marlborough's boats being in advance, were the first to board the enemy, and five boats had performed the principal part of the service before the remainder were able to close. The four vessels were captured after a desperate struggle. The captured vessels were fine schooners, measuring from 200 to 225 tons each; and two, under the names of Shelburne and Musquedobit, were added as 14-gun schooners to the British navy.

On the 24th of February, the United States 20-gun corvette Hornet (eighteen 32-pounder carronades and two long twelves), Captain James Lawrence, discovered the British 18-gun brig Espiègle, Commander John Taylor, at anchor off the bar of the Demerara river. At 3h. 30m. p.m., while beating round Cape Caroband to get at the Espiègle, the Hornet got sight of the

18-gun brig *Peacock* (sixteen 24-pounder carronades and two long sixes), Commander William Peake, which had only left the anchorage of the *Espiègle* at 10h. a.m. At 4h. 20m. p.m. the *Peacock* bore down upon the *Hornet*, and hoisted her colours; and at 5h. the *Hornet* came round on the starboard tack and also hoisted her colours. At 5h. 25m., the corvette and brig, passing on opposite tacks, exchanged broadsides.

The *Peacock* then wore round under the stern of the *Hornet*, and engaged her to leeward; but, after receiving the *Peacock*'s broadside, the *Hornet* bore up and ran her on board on the starboard quarter. In this position the *Hornet* kept up such a destructive fire that, at 5h. 50m., having her commander killed, six feet water in her hold, and her hull and masts cut to pieces, the *Peacock* hoisted in her fore-rigging an ensign with the union downwards, as a signal of distress. Shortly afterwards her mainmast went by the board. Both vessels were immediately anchored, and every exertion was used to save the *Peacock*; but the efforts of both crews were unavailing, and in a few minutes she sank in five fathoms water, carrying with her thirteen men, only four of whom were rescued.

On the 22nd of April, the 18-gun brig *Weasel*, Commander James Black, chased a convoy and ten heavy gunboats in the Bay of Boscalina. At 5h. 30m. a.m. the gunboats anchored in line about a mile from the shore, and hoisted French colours. At 6h. the *Weasel* anchored within pistol-shot of them, and a furious cannonade began, which was kept up until 6h. 20m., when the gunboats' cables were cut and the vessels ran closer in, when they again opened their fire. The *Weasel* stood in after them and renewed the action, but was now exposed in addition to cannon and musketry from the shore. Before 10h. three of the boats had surrendered, two more were driven on shore, and one was sunk. The remainder were supported by four others, which took a position outside the brig, but from which they were soon driven, and, joining the remaining four, the whole retired under shelter of a neck of land, from whence they kept up a very destructive fire, with little intermission, until 6h. 30m. p.m. The brig was in consequence very much cut up, having her masts badly wounded, and her hull shot in several places. After dark, Captain Black sent a party in the boats and destroyed the gunboats which had been driven on shore, together with eight sail of the convoy, bringing away their anchors, by means of which the *Weasel*, by daybreak next morning, was warped from her perilous situation. Commander Black was promoted for this action, and the naval medal has been awarded to the participators.

In narrating the preceding British and American frigate actions, enough has been shown to prove the disadvantages

under which the British laboured. We have now to record the result of the meeting of two frigates of equal force; and one more gratifying to British feeling is not to be met with.

In the month of March, the 18-pounder 38-gun frigates Shannon and Tenedos, Captains Philip Bowes Vere Broke and Hyde Parker, sailed from Halifax, on a cruise in Boston Bay, in search of some of the far-famed American frigates; and on the 2nd of April these ships reconnoitred the harbour of Boston, in which the President and Congress were lying, ready for sea. These frigates were blockaded for some time by the Shannon and Tenedos; but the former, availing themselves of a continuance of foggy weather, eluded the vigilance of the British frigates, and put to sea.

There then remained in Boston two other frigates—the Constitution, undergoing extensive alterations, and the 18-pounder 38-gun frigate Chesapeake. Captain Broke, by way of offering an inducement to the latter to come out and engage the Shannon ordered the Tenedos to part company, and not to rejoin him until the 14th of June, by which time it was hoped that something would have been decided. The Shannon continued cruising alone in Boston Bay during the month of May, capturing and destroying all the vessels she fell in with, Captain Broke not choosing to weaken his crew by manning them. On the 29th of May the Shannon fell in with a privateer, from which she received an addition to her crew of twenty-two Irish labourers.

Ultimately the Chesapeake, commanded by the best officer the American navy could boast—Captain James Lawrence, who had lately been successful in sinking the Peacock—rounded Boston lighthouse under all sail. The frigate was accompanied by a number of pleasure-boats containing parties desirous of witnessing the operation of “whipping a British frigate.” The two frigates continued to stand out till 4h. 50m., when the Chesapeake took in her studding-sails and topgallant-sails, and sent down her royal-yards.

At 5h. 10m., Boston lighthouse bearing west, distant about eighteen miles, the Shannon rounded to under her topsails, topgallant-sails, jib, and spanker, with her head to the southward; and fifteen minutes afterwards the Chesapeake hauled up her foresail, and steered a direct course for the starboard quarter of the Shannon. Flags were displayed at the fore and mizen mast heads and in the main rigging, which it was vainly hoped would have the effect of damping the ardour of the Shannon’s crew. At the fore was a large white flag, bearing the motto, “SAILORS’ RIGHTS AND FREE TRADE,” and at the mizen, peak, and in the starboard main rigging, the stars and stripes were displayed in all the pomp imaginable. The

Shannon afforded to this display a singular contrast. Her sides, for a length of time untouched by a paint-brush, appeared to much disadvantage when compared with the bright sides of the Chesapeake; and instead of being bedecked with flaunting ensigns, a small union jack at the fore, a rusty old blue ensign at the gaff-end, and another on the main-stay, formed the only additions to her usual sea equipage. The good order which reigned within, however, was a matter of much more consequence than outside show.

At 5h. 40m. the Chesapeake gallantly luffed to upon the Shannon's starboard and weather quarter, with her main-topsail to the mast, at the distance of about fifty yards, her crew giving three cheers. The Shannon's guns were loaded in the following manner:—the aftermost gun on the main deck contained two round shot and a keg of 150 musket-balls; the next gun, one round and one double-headed shot, and so on alternately with every gun on the main deck. The captain of the fourteenth gun on the main deck, William Mindham, received orders to fire as soon as his gun would bear upon the Chesapeake's second port from forward, and this order he implicitly obeyed. At 5h. 50m. the gun was fired, and the shot was observed to take effect within a trifle of the spot pointed out. Every gun upon the broadside was fired with equal correctness of aim.

The Chesapeake returned the fire, but with much less effect. At 5h. 55m. the Chesapeake, from the way through the water she had previously acquired, gradually forged ahead of the Shannon, and to prevent this luffed up a little. At this moment her jib-sheet and fore-topsailtie being cut by shot, the Chesapeake flew up in the wind, and immediately became exposed to a most galling fire. The battle was from this moment decided.

Captain Broke, observing some indications of a meditated escape, at a little before 6h. ordered the Shannon's helm a-lee, to grapple with and board the Chesapeake; but immediately afterwards, seeing that the latter had stern way, and that she was paying round off, he ordered the helm hard a-starboard, and the mizen-topsail to be shivered. This was scarcely done when the Chesapeake fell foul of the Shannon, her larboard quarter abreast the gangway of her antagonist. She then forged ahead a little; but the spare anchor of the Shannon entering the Chesapeake's after-port on the quarter-deck, held her fast. Captain Broke immediately ran forward, and, finding that the Americans were quitting their guns, ordered the ships to be lashed together and the boarders to be called.

While zealously endeavouring to perform the first order, Mr. Stevens, the boatswain, received some severe sabre cuts, and was mortally wounded by musketry; and Mr. Samwell, the forecastle mate, was also mortally wounded. At two

minutes past 6h., Captain Broke, at the head of not more than twenty men, stepped from the rail of the waist-hammock netting to the muzzle of the after-carronade of the *Chesapeake*, and sprang from thence upon her quarter-deck. Here neither officer nor man was visible. Some twenty or thirty men, assembled in her gangways, made a slight resistance, but fled forward upon the approach of the British. They were pursued with eagerness, but so great was the panic which had seized the Americans, that they tumbled over one another in endeavouring to descend the fore-ladders, and some, it is believed, fled over the bows, and either crept in at the bow-ports, or fell overboard in the attempt. The remainder laid down their arms. Captain Broke was quickly followed by Lieutenants G. T. L. Watt and Charles Leslie Falkiner, and the main-deck boarders. The former was shot through the foot from the *Chesapeake's* mizen-top, as he was in the act of boarding. Lieutenant John Law, with further reinforcements, followed; and an attempt on the part of the Americans to regain the quarter-deck failed.

A destructive fire was, however, still kept up from the main and mizen tops of the *Chesapeake*; and this gave rise to an act of great bravery on the part of William Smith, midshipman, who was stationed in the *Shannon's* foretop. This gallant officer, a very powerful young man, passing along the foreyard, succeeded, at the head of five men, in boarding the *Chesapeake's* maintop, and quickly killed or drove below every man of the party. The mizen-top was also cleared by Hugh Cosnahan, the midshipman stationed in the *Shannon's* maintop.

In the meanwhile occasional fighting was carried on upon deck; but those on the fore-castle having submitted, Captain Broke sent most of his party aft, where some opposition was still continued. About a minute or so before Mr. Smith's successful exploit, Captain Broke was in the act of giving orders to silence the fire from the enemy's tops, when the sentry who had been placed in charge of the men that had surrendered called out loudly to the captain, who, on turning round, found himself attacked by three Americans. Finding they were superior in number to the British, these men had resumed their arms; and as Captain Broke turned round, he parried the pike presented by the middle one of the three with his sword, and wounded him in the face, but at the same instant received a violent blow from the butt end of a musket, which bared his skull, and nearly stunned him. The third man cut at the captain with a sabre, and brought him down; and in a few seconds he must have been killed, when William Mindham, who has already been mentioned, with a blow from his cutlass, felled the man to the deck. Two or three of the British were

also killed or wounded by the Americans who had previously accepted quarter; and it cannot cause surprise if all concerned in the proceeding fell before the indignant Britons who rushed to their captain's rescue.

While Captain Broke was having his head tied up with a handkerchief, Mindham, looking aft, pointed to the exchange of colours, which denoted the Chesapeake's surrender. This, however, was attended with a very unfortunate loss. Lieutenant Watt having procured an English ensign from the Shannon, after hauling down the American flag, bent both on to the halyards, intending to hoist the British above the American; but the halyards being foul, the American flag became the uppermost. This was instantly perceived from the Shannon's quarter-deck; and as the two ships had separated a little, owing to the quarter gallery of the Chesapeake having given way, the idea that the British had been unsuccessful occurred, and the firing recommenced. The mistake in the flags being discovered almost immediately, was of course rectified, and the Shannon's firing ceased, but not until Lieutenant Watt and four or five of his men were killed.

The Americans had now entirely fled to the lower deck; but, opening a fire from thence, a British marine was killed, upon which Lieutenant Falkiner ordered a few muskets to be fired amongst them, and all further opposition ceased. Captain Broke soon afterwards fainted from loss of blood, and was conveyed on board the Shannon in the jolly-boat. The short space of eleven minutes only had elapsed between firing the first gun and the boarding; and in four minutes more the Chesapeake was the Shannon's prize.

The damages of the Shannon were trifling. A few shot had struck and passed through her hull, and her lower masts and shrouds were badly wounded, and much cut. Out of 306 men and twenty-four boys, her loss was twenty-four killed and fifty-nine wounded. The Chesapeake, in her short action, had received much damage; two of her main-deck guns and one on the quarter-deck were disabled, and much injury had been done to the slides and carriages of others; her three lower masts were badly wounded, and the standing rigging was much cut. Her loss in killed and wounded was very severe; forty-seven killed and 106 wounded, fourteen mortally.

A few remarks only in reference to this brilliant action are necessary. The crew of the Shannon had been five years together, commanded by the same captain, and it is only doing them justice to say that they were a gallant and well-disciplined ship's company; but the majority of the crew of the Chesapeake had also been together for two years and upwards, and in point of bone and muscle were as fine a set of men as the

United States could furnish. Eleven-twelfths were Americans, so that a fairer opportunity for trying their strength could not have been desired.

The Chesapeake, in charge of the Shannon's third lieutenant, Falkiner, having effected the necessary repairs, in company with her captor proceeded to Halifax, where both arrived on the 6th of June. They were received with the heartfelt congratulations and loud cheers of the inhabitants and crews of the ships lying in the harbour. Captain Lawrence, in praise of whose bravery too much cannot be said, died two days previously of his wounds, and Captain Broke was in a most precarious state. The Chesapeake's late captain was buried at Halifax with all the honours which could be paid him, and was followed to the grave by all the naval captains in the port. Captain Broke was raised to the dignity of a baronetcy, and presented with the gold medal. The naval medal has been recently awarded to the participants.

On the 12th of August, at 6h. 30m. a.m., the 18-gun brig Pelican, Commander John Fordyce Maples, anchored in Cork harbour; but gaining intelligence that an American brig of war had been committing depredations in St. George's Channel, the Pelican immediately weighed, and, in the teeth of a strong breeze and heavy sea, worked out of the harbour and proceeded in quest of the enemy. On the 13th, at 7h. 30m. p.m., while running to the eastward with the wind from north-west, a large brig was discovered, and near her a vessel burning. All sail was instantly made in chase, but during the night the stranger was lost sight of. On the 14th, at 4h. 45m. a.m., the same brig was seen making sail from the ship still burning, which vessel proved to be the United States 20-gun brig Argus, Captain William Henry Allen. The Pelican bore up under a press of sail for the Argus, and at 4h. 30m. a.m., the latter, finding it impossible to secure the weather gage, shortened sail, St. David's lighthouse bearing east, distant about five leagues. At 6h. a.m. the Argus wore and fired her larboard broadside, within grape distance.

The Pelican returned this fire with her starboard guns, by which, in a few minutes, the main braces, main and spring stays, gaff, and main trysailmast of the Argus were shot away, and Captain Allen severely wounded. At 6h. 14m. the Pelican bore up with the intention of passing astern of her antagonist; but the latter throwing all aback, frustrated the manœuvre, and ineffectually raked the Pelican. At 6h. 18m., having shot away her main topsail-tie and preventor braces, the Pelican bore up under her stern, raking her, and then ranged up on her starboard quarter. The Argus, by this vigorous and well-directed fire, soon had her wheel ropes shot away, and became

unmanageable, when she again exposed her stern to the broadside of the Pelican. The latter shortly afterwards ranged ahead, and placed herself on the Argus's starboard bow. The two brigs having fallen foul, William Young, master's mate, at 6h. 45m., heading the Pelican's boarders, sprang on the fore-castle of the Argus. A shot from the foretop mortally wounded Mr. Young almost as soon as he stepped on the deck; but the party he had so gallantly led soon gained complete possession of the vessel.

CHAPTER XXXIV.

1814.

SEVERAL INTERESTING ENGAGEMENTS BETWEEN BRITISH AND FRENCH VESSELS—CONTINUANCE OF WAR WITH AMERICA—SEVERE ENGAGEMENTS ALONG THE COAST.

On the 23rd of January, at 9h. 55m. a.m., the 18-pounder 36-gun frigates *Créole* and *Astrea*, Captains George Charles Mackenzie and John Eveleigh, got sight of the 40-gun frigates *Etoile* and *Sultane* (French). Not finding their signals answered the British ships, at 11h. 30m. a.m., wore and stood in for the anchorage. At noon the *Etoile* and *Sultane* weighed and made sail on the larboard tack (wind north-east), followed by the *Créole* and *Astrea*. Soon afterwards the latter, in a heavy squall, split her three topsails. At 1h. p.m. the *Créole*, which ship had for some time been firing her bow guns, ranged up on the starboard beam of the *Sultane*, opened her fire, and then gallantly luffed up between the latter and the *Créole*. At 2h. 15m. p.m. the *Astrea* made sail, and stood on to engage the *Etoile*, then lying about half a mile ahead, with her mizen topsail aback, leaving the *Créole* to engage the *Sultane*. At 2h. 30m. the mizen mast of the *Sultane* was shot away, and the action continued between these two ships until 3h. p.m., when the *Créole*, having her masts badly wounded, and standing and running rigging much cut, put her helm up and quitted the contest.

At 2h. 30m. the *Astrea* shot ahead of the *Etoile*, and, luffing across her bows, raked her; but at this moment the *Astrea* having her wheel shot away, payed round off. The *Etoile* then wore and passed close astern of the *Astrea*, pouring in a destructive fire, cutting her rigging to pieces, and ripping up her decks. The two ships then became closely engaged yardarm and yardarm. Captain Eveleigh fell mortally wounded, and was carried below. Lieutenant John Bulford then succeeded to the command, and continued the action with great gallantry. At 3h. 10m., when the *Créole* had withdrawn from the contest in the manner already described, the *Sultane* made sail to the

assistance of the *Etoile*, and at 3h. 30m. passed to leeward of and raked the *Astrea* with great effect. The *Sultane* then bore up, soon after which her main-topmast went over the side. The *Astrea* and *Etoile* continued as before closely engaged, and at 2h. 50m. the mizen-mast of the former went by the board. Nothing saved the *Astrea* from capture but the forbearance of her enemies; for just as the victory was within reach, the *Etoile* bore up to rejoin her consort. The *Astrea* having partly refitted, stood towards St. Jago in search of the *Créole*, which, at about 6h. p.m., she joined in Port Praya Bay.

The *Créole*, out of 284 men and boys, had one master's mate, seven seamen, and two marines killed, and twenty-six wounded. The *Astrea*, besides her gallant captain, had eight men killed and thirty-seven wounded, four dangerously and eleven severely. The loss on board the French frigates amounted to forty killed and sixty wounded.

On the 25th of February, in the forenoon, in latitude 47° 40' north, longitude 9° 30' west, the 38-gun frigate *Eurotas*, Captain John Phillimore, being on the larboard tack, close-hauled, bore up in chase of the French 40-gun frigate *Clorinde*. At 4h. p.m. the wind shifted from south-west to north-west, and fell considerably, but the *Eurotas* continued to gain in the chase, and having arrived within four miles of the *Clorinde*, the latter took in her studding-sails, and endeavoured to haul across the bows of the British ship, which hastened on the action. At 4h. 50m. the *Eurotas* hoisted her colours, as did also the *Clorinde*. At 5h. the *Eurotas*, being on the weather quarter of the *Clorinde*, bore up and passed under her stern, and, after discharging the larboard broadside, luffed alongside her antagonist. The action lasted with great fury for about twenty minutes, when the *Eurotas* having fore-reached upon her opponent, her mizenmast was shot away by the board, and nearly at the same time the fore-topmast of the *Clorinde* came down.

At 6h. 20m., the *Eurotas* having lost her mainmast, the enemy's frigate headed her, but when a little on the weather bow, fell off, either accidentally or by design, and crossed the *Eurotas*'s bows. The *Eurotas* then hoisted her jib, and endeavoured to lay the *Clorinde* on board, but without success. The combatants were, however, soon again abreast, and the action was renewed. Shortly afterwards the main and mizen masts of the *Clorinde* fell, the head of her foremast being already shot away; but in the meanwhile, the *Eurotas* having been totally dismasted, the *Clorinde*, whose foreyard was still across, was enabled with the remains of her foresail to get beyond the range of her enemy's guns.

Captain Phillimore, who, since the early part of the action,

had been severely wounded by a grape-shot in the shoulder, now consented to go below, and Lieutenant Robert Smith succeeded to the command. The boat's masts were then stepped on the booms, and the sails set to keep the ship's head towards the enemy, and surprising exertions made throughout the night to erect jury-masts. At 6h. 15m. a.m. on the 26th, the Eurotas had got up three effective masts, and was gaining on the Clorinde, then distant about five miles; but at 8h. 30m. another frigate hove in sight. As the stranger did not answer the private signal, although kept flying half an hour, she was conjectured to be an enemy, and the Eurotas rounded to until 10h. a.m., when, observing the stranger hoist English colours and fire a gun, she resumed her course, going six knots with a northerly breeze. The Eurotas's rate of sailing would soon have brought her alongside the Clorinde, that ship being in the same dismasted state as on the previous evening.

The stranger was the 18-pounder 36-gun frigate *Dryad*, Captain Edward Galway, and having closed the Clorinde, that ship displaying French colours aft and English colours forward, sent a boat proposing terms of capitulation. These were of course refused; and at 1h. 35m. p.m. the *Dryad*, taking her station on the Clorinde's quarter, fired a shot into her, when the French frigate surrendered. At this time the Eurotas was not more than three or four miles to windward, and the *Achates* about the same distance to leeward. Out of 329 men, the Eurotas had twenty-one killed and thirty-nine wounded. The Clorinde was commanded by Captain Legarde, and out of 344 men and boys, had thirty killed and forty wounded. She was added to the British navy under the name of *Aurora*. Lieutenant Smith was deservedly promoted to the rank of commander. The naval medal is granted to those serving in the Eurotas only.

On the 31st of March the allied armies entered Paris, and the preliminary treaty agreed to put a temporary stop to the war in Europe. Louis XVIII. landed at Calais from Dover on the same day; and on the 28th of April Napoleon, after signing his abdication at Fontainebleau, embarked on board the 38-gun frigate *Undaunted*, Captain Thomas Ussher, to be conveyed to Elba.

The war with America, however, continued to be carried on with spirit. After much exertion on both sides, the rival squadrons on the lakes consisted of the following.

The British squadron comprised the 1310-ton ship *Prince Regent*, carrying 58 guns, and the 815-ton ship *Princess Charlotte* carrying 42 guns. The former, which was under Commander Richard O'Connor, and bore the broad pendant of Commodore Sir James L. Yeo, had a crew of 485 men and

boys, and the latter of 315. Besides the above, there were the Niagara (late Royal George), mounting two long 18-pounders, and Montreal (late Wolfe), of four 32-pounder carronades; brigs Charwell and Magnet (late schooners Maria and Sidney Smith), and schooners Star and Netley (late Melville and Beresford), all armed as before.

The Americans possessed the 62-gun ship Superior, of 1600 tons, mounting thirty medium 32-pounders on her main deck, and two long 24-pounders and thirty carronades 42-pounders on the spar-deck, with a crew of 550 men; the Jones and Jefferson brigs, each mounting twenty-two 42-pounder carronades and a long 24-pounder on a pivot carriage; and 16-gun brig Sylph.

On the 5th of May, Sir James Yeo, in the Prince Regent, with the Princess Charlotte, Montreal, Niagara, Charwell, Star, and Magnet—Captain William H. Mulcaster, and Commanders Stephen Popham, Francis B. Spilsbury, Alexander Dobbs, Charles Anthony, and Edward Collier—having on board 1100 troops, under Lieutenant-General Drummond, arrived off Oswego, on Lake Ontario. Captain Collier, in the Magnet, having reconnoitred the enemy's defences, preparations were made to attack them; but a heavy gale rendered it necessary for the squadron to gain an offing.

On the morning of the 6th the squadron again stood in, and everything being in readiness, the boats, with a division of 200 seamen armed with pikes, under Captain Mulcaster, 400 marines under Major Malcolm, and 140 troops, the whole under Lieutenant-Colonel Fischer, pushed off in the boats of the squadron. Under cover of the fire of the Star and Charwell, the whole landed in good order, although exposed to a continual discharge of grape from the batteries, and of musketry from 500 regulars and militia stationed on the brow of a hill. In ascending the eminence, a destructive fire was opened from the fort, and from American riflemen on the flanks. The latter were, however, attacked and dispersed by the Glengarry light infantry and two companies of De Watteville's regiment, under Captain De Berry.

The seamen then succeeded in driving 200 Americans into the woods, and mounting the ramparts in gallant style, gained possession of the fort. Lieutenants John Hewett and James Laurie, of the marines, were amongst the first to enter the fort, and the former climbed the flagstaff in the face of the American riflemen, and tearing down the colours which were nailed to it, replaced them with British. Owing to the shoalness of the water, the two large ships could not get near enough to participate, but the Montreal, Niagara, and smaller vessels were closely engaged with the batteries, by which the former was several times set on fire.

The loss sustained in this brilliant affair amounted to Captain of marines William Moltaway and fourteen men killed; and Captain Mulcaster (dangerously), Commander Popham, Lieutenant Charles W. G. Griffin, John Richardson, master of the Montreal, Lieutenant of marines John Hewett, one captain and one lieutenant of De Watteville's regiment, and fifty-eight men wounded. The Americans acknowledged to a loss of six killed and thirty-eight wounded, and twenty-five missing, but the British made sixty prisoners. Three schooners, seven heavy long guns, a large quantity of ordnance and naval stores, and 2400 barrels of provisions, fell into the hand of the captors, and three 24-pounders, four smaller guns, one schooner, the barracks, and all other public buildings were destroyed.

On the 28th of June, at daylight, in latitude $48^{\circ} 36'$ north, longitude $11^{\circ} 15'$ west, the 18-gun brig *Reindeer*, Commander William Manners, bore up before a light breeze from north-east, in chase of the United States 18-gun corvette *Wasp*, Captain Johnston Blakeley. At 3h. 15m. p.m., being within musket-shot on the starboard and weather quarter of the American corvette, the *Reindeer* opened fire from a 12-pounder carronade mounted on her forecastle, and at 3h. 26m. the *Wasp* luffed across the *Reindeer*'s bows, firing her starboard guns. The *Reindeer* then ranged up on the larboard beam of the enemy, and a spirited cannonade ensued, which continued until 5h., when, in consequence of her unmanageable state, the *Reindeer* fell foul of the *Wasp*, her bow coming in contact with the enemy's larboard quarter, and in this position became exposed to a destructive raking fire. Captain Manners, who had been badly wounded in the calves of the legs at the commencement of the action, continued at his station encouraging the crew by his heroic example. Shortly afterwards a canister-shot passed through both his thighs, and he fell on his knees, but quickly sprang up again, and, although bleeding profusely, refused still to go below.

By this time the grape and musketry from the *Wasp* had caused such havoc, that Captain Manners determined on an attempt to board his opponent, and, calling to his crew to follow him, was in the act of ascending the main rigging of the *Reindeer* with that design, when two musket-balls from the maintop of the *Wasp* penetrated his skull, and came out beneath his chin. Placing one hand on his forehead, and with the other convulsively brandishing his sword, he exclaimed, "Oh God!" and dropped lifeless on his own deck! At 4h. the American crew rushed in a body on board the *Reindeer*, and carried her without further resistance. The hull of the *Reindeer* was literally cut to pieces, and her masts were in a tottering state. Out of ninety-eight men and twenty boys, with which she com-

menced the action, twenty-five were killed and forty-two wounded. The crew of the *Wasp* numbered 173 men, and she had eleven killed and fifteen wounded. The *Reindeer* was destroyed by the captors, and the *Wasp* arrived at L'Orient on the 8th to refit.

On the 1st of September, at 7h. p.m., the 18-gun brig *Avon*, Commander the Honourable James Arbuthnot, being off L'Orient, fell in with the American corvette *Wasp*, which had only recently quitted that port, completely refitted. At 8h. 38m., after making night signals to the stranger, the *Avon* fired two shot at her, and at 9h. 20m., being then on the *Wasp*'s lee-bow, Captain Arbuthnot hailed, but without receiving any definite answer. Soon afterwards the *Avon* was hailed and ordered to heave to; but this the latter declined, and at 9h. 25m. set the fore-topmast studding-sail. At 9h. 26m., the *Wasp* having fired a shot, the *Avon* commenced the action by the discharge of her larboard guns, when the *Wasp* bore up, and, running under the *Avon*'s lee, at 9h. 30m. opened her larboard broadside, and in a few minutes the span of the *Avon*'s peak halyards having been shot away, the boom mainsail fell upon and covered the aftermost guns on the engaged side. The *Avon*'s mainmast soon afterwards fell by the board, thus leaving the brig in an ungovernable state, and incapable of resistance. At 10h. 12m. Captain Blakely hailed to know if the *Avon* had surrendered, and was answered in the affirmative; but just as the boat from the *Wasp* was on the eve of taking possession, a strange sail was discovered close at hand.

This was the 18-gun brig *Castilian*, Commander David Braimer. The *Wasp* immediately made sail, pursued by the *Castilian*, which at 11h. 40m. fired her lee guns at the *Wasp*; but the repeated signals of distress made by the *Avon* induced Captain Braimer to discontinue the chase of the enemy, and to close the shattered brig. Captain Braimer soon became aware that the *Avon* was sinking, and immediately sent away all her boats to save the people; and at 1h. a.m. on the 2nd, just as the last boat had left the *Avon*, she went down, affording sufficient proof that she had not been surrendered without good reason. Out of 104 men and thirteen boys, the *Avon* lost her first lieutenant (John Prendergast) and nine men killed, and twenty-nine men wounded. The *Wasp* received some trifling damages by the *Avon*'s fire, and had two men killed and two wounded. The *Wasp* did not regain a port in the United States, having, it is supposed, foundered off Madeira about the latter end of the same month.

Notwithstanding occasional reverses, British power became gradually more predominant in America. For a period the squadron employed upon the American coast was under the

command of Admiral Sir John B. Warren; but the services of a younger officer being required, Vice-Admiral Sir Alexander Cochrane, in the 74-gun ship *Tonnant*, Captain John Wainwright, superseded Sir John in the summer of this year. Rear-Admiral George Cockburn, with his flag in the 74-gun ship *Albion*, Captain Charles B. H. Ross, arrived in May, and superseded Captain Barrie in command of the squadron in Chesapeake Bay. One of the first acts of the rear-admiral was against an American flotilla commanded by Commodore Joshua Barney. This flotilla consisted of seventeen vessels of light draught of water.

The commodore's vessel was the sloop *Scorpion*, mounting eight carronades and a heavy long gun on a pivot carriage, and the remainder were gunboats, mounting two long guns, one at the bow and the other aft, the largest carrying 32-pounders and sixty men, and the smallest 18-pounders and forty men. On the 1st of June this flotilla chased the schooner *St. Lawrence* and seven boats belonging to the *Albion* and *Dragon*, which they compelled to take shelter under the *Dragon's* guns. The flotilla was pursued by the *Dragon*, and fled for refuge to the *Patuxent*; but having retired to such a distance that the vessels could only be reached by boats, a squadron under Captain Robert Barrie established a close blockade. Every attempt to draw Commodore Barney from his place of security failed, although parties were constantly landing and harassing the enemy's coasts.

On the 19th of July the rear-admiral was joined by a battalion of marines and a detachment of marine artillery, when he determined to proceed up the Potomac to the attack of *St. Leonard's*, the capital of *St. Mary's* county, where the 36th United States regiment was quartered. The marines under Major George Lewis landed, while the boats of the squadron pulled up to the town; but the Americans observing the advance of the marines, quitted the place, and suffered the British to take quiet possession. A quantity of military stores, and also of tobacco, flour, and provisions, were here found; the former was destroyed, but the latter and a schooner were brought away. The town was, however, spared, not a musket having been fired, which was most probably owing to the orders promulgated by the rear-admiral; namely, to refrain from all violence or destruction where none was offered by the inhabitants.

Rear-Admiral Cockburn, during one of many of his excursions in company with Major-General Ross, suggested the feasibility of an attack upon Washington, and the vice-admiral decided that the attempt should be made. The knowledge of the country gained by the rear-admiral now proved of inesti-

mable value; and to his experience the success attained must be attributed. Discarding all idea of the usual routes to the city, he decided on proceeding up the Patuxent, and by way of Bladensburg. Commodore Barney's gunboats were all this while locked up in the river; and as an attempt upon the flotilla would answer two ends, the one being a pretext for ascending that river and the other its capture or destruction, this was immediately resolved upon. As a further diversion appeared called for, Captain James A. Gordon was intrusted with the command of a squadron, with which he was to proceed up the Potomac as far as Alexandria, a city about eight miles below Washington; the able manner in which this service was executed will hereafter be detailed.

On the morning of the 22nd, when rounding Pig Point, the flotilla was discovered moored in line of battle astern of the commodore. On nearing the sloop bearing Commodore Barney's broad pendant, the vessel was observed to be on fire, and she soon afterwards blew up, as did also fifteen out of the sixteen gunboats. The remaining gunboat, together with thirteen merchant schooners, fell into the hands of the British, also a large quantity of tobacco. On the afternoon of the same day, Major-General Ross, with the troops, arrived and encamped in the town of Upper Marlborough, after a fatiguing march of forty miles, performed in three days, under a scorching sun. In the meanwhile General Winder and his army, having been joined by Commodore Barney and the men from the flotilla, were encamped at Long Old Fields, only eight miles distant, where, on the next day, they were reviewed by the president, Mr. Madison.

The trifling opposition met with during the march from Benedict having determined General Ross to proceed at once to the attack of Washington, a large portion of the seamen and marines, under Rear-Admiral Cockburn and Captain Robyns, crossed over from Pig Point to Mount Calvert, and from thence joined the land forces at Upper Marlborough. As the British advanced, the Americans fell back; and on the night of the 23rd the British occupied the position at Long Old Fields previously held by the Americans. On the 24th, at daylight, General Ross put the troops in motion for Bladensburg, a distance of about twelve miles, and shortly before noon the British gained the heights facing that village. The force of the Americans at this time is variously stated; some of their writers making the total no more than 7593, while others allow that General Winder was directed to call out a total force of 16,300 men, including militia and 600 seamen. The enemy had twenty-three pieces of artillery on the field, varying from 6 to 18-pounders, and the army was drawn up in two lines, upon

a commanding eminence on the north of the road leading to Washington; and the further to stimulate them to deeds of glory, the president was on the field of battle.

About 1500 only of the British were engaged, when the Americans fled with precipitation and in the utmost confusion, leaving ten pieces of cannon; but not more than 120 prisoners were taken, owing to the fatigues previously undergone by the British, which prevented their overtaking their more nimble enemies. The victory was not achieved without a severe loss, which, however, was principally occasioned by the American artillery; the total of troops killed was sixty-four, and 185 wounded.

As soon as the troops were a little refreshed, the major-general and rear-admiral, at the head of about 1000 men, moved forward, and at 8h. p.m. arrived at an open plain about two miles from Washington. The troops here halted, while the general and admiral, accompanied by a small guard, rode forward to reconnoitre. On arriving near some houses, the party reined in, to consult as to the prudence of entering the city. While in consultation, a volley of musketry was fired from one of the houses, which killed one soldier and General Ross's horse from under him, and wounded three soldiers. The admiral instantly rode back, and quickly bringing up the light companies of the advanced body, the house was surrounded, and as soon as the inmates were removed, it was burnt down, and the adjoining house also consumed. The Capitol was then set on fire. Scarcely had the flames ascended from the Capitol Hill when a heavy explosion in the navy-yard announced that the Americans were also engaged in the work of destruction.

By this time the British forces from Bladensburg had arrived, and occupied the hill; and at 10h. 30m. p.m., a party having been sent to destroy the fort and public works at Greenleaf's Point, Major-General Ross and the admiral, each at the head of a small detachment of not more than 200 in all, proceeded down the hill towards the president's palace. The admiral finding the defence of the "commander-in-chief's headquarters" abandoned, gave directions for setting it on fire. The building containing the treasury and war offices was the next to fall, and the destruction of the office of the "National Intelligencer" was meditated; but finding that it would probably lead to the loss of private property, he desisted from burning it. The British then retired to Capitol Hill.

On the morning of the 25th of August the office of the secretary of state was burnt, and the printing materials of the government paper destroyed. The extensive ropewalks, at some distance from the city, were destroyed, together with the great bridge across the Potomac; an immense quantity of small

arms and heavy ordnance was also included in the ruin. A party under Captain Wainwright set fire to the few stores and buildings in the navy yard which had escaped the flames applied to them by the Americans on the preceding night. A frigate of 1600 tons, nearly ready for launching, was burnt on the stocks by order of the president, and also the 22-gun corvette *Argus*, ready for sea. This was saving the British trouble, as the difficulty of conveying them down the Potomac would have been too great to warrant the attempt.

According to the official estimate of the public property destroyed, it amounted to the sum of £365,463 sterling. Private property and peaceable citizens were invariably respected. A serious accident occurred to the party at Greenleaf's Point. Some powder concealed in a well accidentally took fire, and killed twelve and wounded thirty officers and men, and this, with the exception of those already mentioned, was the only casualty attendant on the capture of Washington. On the 25th, at 8h. p.m., the British quitted Washington on their return, and having procured at Bladensburg vehicles for the conveyance of the wounded, preceded by a drove of sixty or seventy head of cattle, moved leisurely forward towards Benedict, which they reached on the 29th, in the evening. On the following day the whole re-embarked, and descended the Patuxent with the prizes.

The attack upon Baltimore was attended with less fortunate results, owing to the great strength of the place. Baltimore is built on a tongue of land watered on one side by the Susquehanna, and on the other by a continuation of the Chesapeake. The city is about fourteen miles distant from the confluence of the Patapsco and Chesapeake, and is surrounded by detached hills, one of which on the eastern side commands the place. The entrance was protected by Fort McHenry, distant two miles from the city, and by a bar running across the harbour, on which there are only about fourteen or fifteen feet water. The successes of the British arms at Washington had struck a panic into the inhabitants of this important place; and it is probable, that had a vigorous blow been immediately struck the result would have been most favourable; but some delay taking place, the Americans recovered from their fears, and resorted to the strongest means for protection in the event of an attack. Exclusive of 16,300 militia, regulars, and flotilla men, which General Winder had been ordered to assemble for the defence of the district, numerous volunteers came flocking in from Pennsylvania, and the seamen and marines belonging to the ships of Commodore Rogers and Captains Perry and Porter also arrived from the banks of the Potomac.

On the 6th of September, the *Royal Oak*, bearing Vice-

Admiral Sir Alexander Cochrane's flag, with the squadron and transports, sailed from Tangier Island, and on the 11th anchored at North Point, where the whole force disembarked, numbering 3270 rank and file, including a division of seamen, the marines, and black colonial marines of the fleet. The seamen, in number 600, were commanded by Captains Edward Lowther Crofton, Thomas Ball Sullivan, Rowland Money, and Robert Ramsay; and the marines by Captain John Robyns. The frigates *Severn*, *Euryalus*, *Havannah*, and *Hebrus*, five mortar-ships, and the *Erebus* rocket-ship, were appointed to proceed up the river to the attack of Fort McHenry and other contiguous batteries. Immediately on landing, the British force, commanded by Major-General Ross, accompanied by Rear-Admiral Cockburn, moved forward towards the city, without meeting any considerable opposition. In the only skirmish of any consequence, Major-General Ross was killed by a musket-ball, and the command of the troops devolved on Colonel Brooke, of the 4th regiment.

An action took place the same day within about five miles of the city. The American army, numbering about 4500 men, was drawn up with six pieces of artillery and a body of cavalry; and in a position to be supported by a reserve of upwards of 8000 men. The attack of the British, however, was irresistible. The men advanced in the face of a constant and well-directed fire of musketry and from the field-pieces, and the Americans retreated before them to the shelter of a wood, from which they were dislodged at the point of the bayonet. The Americans left their wounded and two guns upon the field. The loss to the navy in this important battle amounted to Arthur Edmondson, captain's clerk, five seamen, and one marine killed; and Captain of marines John Robyns, Lieutenant Sampson Marshall (severely), Charles Ogle, midshipman, thirty seamen, and fifteen marines wounded; making, with the loss sustained by the troops, forty-six killed, and 300 wounded. The large number of wounded in proportion to the killed may be accounted for by the fact that the Americans used buck-shot; and the severity of the loss was occasioned by their advantageous position. The enemy acknowledged to a loss of twenty killed, and ninety wounded, and forty-seven missing; but the British made 200 prisoners, which proves the last return to be untrue, and we may therefore place what reliance we please upon the others.

On the morning of the 13th the British advanced and took up an eligible situation two miles to the eastward of Baltimore, whence the powerful defences of the city were discovered, and preparations made for storming the works. In endeavouring to reach Fort McHenry, several of the squadron grounded; but

on the 12th, at 9h. p.m., the Meteor, *Ætna*, Terror, Volcano, and Devastation mortar-ships, Captains Samuel Roberts, Richard Kenah, John Sheridan, David Price, and Thomas Alexander, and rocket-ship Erebus, Captain David E. Bartholomew, anchored in a position to bombard the fort and batteries, the frigates being outside. On the 13th, at daylight, the firing commenced, and was returned from Fort McHenry, the Star Fort, and batteries on each side of the river. The firing continued all day, but with very little effect, on account of the distance.

At night a division of twenty boats was despatched up the Ferry branch to cause a diversion in favour of a projected assault upon the enemy's camp; but in consequence of the extreme darkness of the night, the boats separated, and eleven returned to their ships. The remaining nine boats, containing 128 officers and men, under Captain Napier, passed up the river some distance above Fort McHenry, and opened a fire of rockets and musketry; but Captain Napier not having his whole party, refrained from landing. A body of troops was quickly drawn to the spot, and Captain Napier having thus effected the principal object intended, returned down the river. When abreast of the fort, one of the officers unadvisedly discharged a rocket, and a heavy fire was instantly opened upon the boats, but which fortunately killed no more than one man of the party; no other casualty occurred.

The expedition was on the same evening countermanded by the vice-admiral; and the British quitted their encampment, and retreated leisurely to North Point, where the troops re-embarked. The object in view by the commander-in-chief in withdrawing the forces was a projected attack on New Orleans.

CHAPTER XXXV.

1815.

SEVERAL SEVERE ENGAGEMENTS BETWEEN AMERICAN AND BRITISH SHIPS—PEACE—STATISTICS REGARDING THE RECENT AND PREVIOUS WAR.

On the 15th of January the 40-gun frigate *Endymion*, the 38-gun frigate *Tenedos*, and the 56-gun frigate *Majestic* were cruising off Sandy Hook, when, at 5h. a.m., the United States 44-gun frigate *President*, Commodore Stephen Decatur, passed them about two miles to the northward. All sail was made by the British squadron, steering east by north, wind about north-west; and at 6h. 30m. the *Majestic* fired three shot at the chase, but was so distant that the fire was not returned. Towards noon the wind fell light, and the *Endymion*, outsailing

the *Majestic*, gained upon the President. At 1h. 15m. p.m. the President cut away her anchors, started her water, and threw overboard boats, spars, etc., to facilitate her retreat, and continued to wet her sails from the royals downwards.

At 2h. p.m. the President opened fire from her stern-chasers, and at 2h. 30m. the *Endymion* fired her bow guns. At 5h. 30m. the chase wore and altered course to south, her movements being closely followed by the British frigate, which soon afterwards brought the President to action. The two ships gradually closed until 6h., when the musketry from the tops of the American ship began to do execution on the deck of her antagonist. At 6h. 40m. the President luffed across the bows of the *Endymion*, and the latter, passing under the President's stern, fired two raking broadsides, and then hauling up, placed herself on the larboard and lee quarter of the latter. At 7h. 15m. the *Endymion*'s larboard-quarter boat was shot away, and also her lower and main-topgallant studding sails. The President about this time ceased firing until 7h. 30m., when it was resumed from her aftermost guns, which brought down the *Endymion*'s main-topmast studding sail. The President then hauled suddenly to the wind, in the hope of escaping to windward, and the *Endymion*, pouring a raking fire into her stern, hauled up in pursuit.

At 7h. 40m. the President kept more away, firing only at intervals, and at 8h. p.m. ceased altogether. Captain Hope, supposing the President to have surrendered, ordered the *Endymion* to cease firing, and the British crew commenced bending new sails, those on the yards having been almost wholly destroyed by the American chain and bar shot.

The American frigate in the meanwhile continued her course to the eastward, under a heavy press of canvass; but at 11h. 15m., the *Pomone*, ranging up on her larboard quarter, fired her starboard broadside. The President immediately rounded to, and hailed to say that she had surrendered; but before the meaning of the hail was understood the *Pomone* had discharged a second broadside. The *Tenedos* shortly afterwards arrived up, and sent a boat to take possession of the prize. The *Endymion*, out of 319 men and twenty-seven boys, had eleven men killed and fourteen wounded. The President's loss, out of a crew of 465 men and four boys, amounted to three lieutenants and thirty-two men killed; her commander, master, two midshipmen, and sixty-six men wounded. Total: thirty-five killed and seventy wounded.

On the 20th of February, at 1h. 20m. p.m. (*Madeira* bearing west-south-west, distant sixty leagues), as the 22-gun ship *Cyane*, and 20-gun corvette *Levant*, Captains Gordon Thomas Falcon and the Honourable George Douglas, were steering

under all sail to the westward, a strange sail hove in sight, bearing north-east. Captain Falcon immediately made signals to the *Levant*, then nearly hull down to leeward, and, taking in her studding sails, hauled up on the starboard tack to reconnoitre. The stranger was soon made out to be a large ship, and was in fact the United States frigate *Constitution*, Captain Charles Stewart, standing towards the British vessels under all sail. At 2h. 45m. the *Cyane* bore up to close the *Levant*, and at 4h. 45m. shortened sail and hove to to speak her, when Captain Falcon gave a correct opinion to Captain Douglas as to their pursuer. As it was known that a British convoy, under charge of a small frigate, was not more than thirty miles to the southward, it became an object of importance to draw the enemy beyond their reach; and accordingly Captain Douglas (he being the senior officer) determined to make sail to the northward, and also to offer the best resistance possible to the superior force approaching. The two ships then made all sail on a wind; but finding the *Constitution* gain in the chase, they bore up with the wind on the starboard quarter.

Captain Falcon suggested to Captain Douglas that the two ships should keep as nearly as possible abreast, so that both might use their stern chase guns, in the hope of disabling their pursuer in her approach. This design was, however, frustrated by the defective fitting of the guns. It was found on board the *Levant* that when the guns were placed in the stern ports there was not sufficient space left for the tiller to traverse; and on board the *Cyane* the stern ports were found too small, and not calculated for carronades, that ship having been originally built for long guns. On ascertaining these irremediable defects, Captain Douglas determined, at 5h. 10m., again to haul to the wind on the starboard tack, with the *Cyane* astern. This alteration of course brought the *Constitution* on the weather quarter of the British vessels, distant one mile.

At 5h. 30m., the American frigate, being about two points abaft the beam of the *Cyane*, and within point blank range for long guns, commenced the action. Both British vessels opened a smart fire in return, and the *Levant*, by keeping a close luff, was enabled to take an advantageous position on the bow of the frigate. Captain Falcon, finding the *Cyane*'s shot to fall short of the enemy, then braced sharp up to endeavour to get upon the quarter of the *Constitution*; and at 6h. shivered the main-topsail to allow the enemy to draw a little ahead, when the *Cyane* again filled and stood towards the *Constitution*. But the latter defeated Captain Falcon's intention, by throwing all aback, thus again bringing the *Cyane* upon the beam of her huge adversary, now nearly within musket-shot.

The superior fire of the American frigate was soon evident.

Four or more of the Cyane's guns on the engaged side being dismounted or disabled, and, perceiving that the Levant had bore up with the supposed intention of wearing, Captain Falcon, at about 6h. 40m., also wore, and with great difficulty the ship was brought to the wind on the larboard tack, every brace and bowline, except the larboard fore-brace, having been shot away. The Constitution followed, and in a short time opened fire from the starboard guns. The Levant having suffered much from the enemy's fire, had bore up to refit, but, by so doing, had divided the force, already vastly inferior; and the Cyane, whose masts and yards were all rendered unserviceable, at 7h. hauled down her colours and showed a light to denote her surrender.

Two hours after the termination of the action between the Constitution and Cyane, the Levant arrived up, and after endeavouring to obtain the weather gage, recommenced firing upon the enemy's ship. Finding the Cyane to have surrendered, the Levant bore up to escape; but, receiving a heavy raking fire, which shot away her wheel, further resistance was found unavailing, and the colours were hauled down.

Out of a complement of 115 men and sixteen boys, the Levant had four killed and seventeen wounded; and the Cyane, the crew of which consisted of 145 men and twenty-six boys, had four killed and three officers and seventeen men wounded. Total, in the two ships: eight killed and thirty-seven wounded. The loss of the Constitution, out of 472 men, amounted to six killed and eighteen or twenty wounded, several of whom mortally. The whole number of guns on board the British ships was fifty, of which only four were long guns, and those of light calibre. The Cyane measured about 530 tons, and was of the class commonly called "donkey frigate." She was armed with twenty-two 32-pounder carronades on her main deck, and eight 18-pounder carronades and two long 9-pounders on her quarter-deck and forecastle. The Levant was a corvette of 450 tons, mounting eighteen 32-pounder carronades and two long nines. The Constitution's armament and size have already been stated, and it is quite unnecessary to add one line to prove her immense superiority.

Captains Douglas and Falcon were, on the 28th of June, tried by court-martial at Halifax for the loss of their respective ships, and fully and honourably acquitted of all blame.

On the 18th of February, a treaty of peace between Great Britain and the United States, signed on the 24th of December, 1814, at Ghent, was ratified at Washington by the American President.

ABSTRACT of the Losses of Line-of-Battle Ships and Frigates sustained by the French, Dutch, Spanish, Danish, Russian, Turkish, and American Navies in the War commencing in May, 1803, and ending in July, 1815.

Nation.	Ships of Line.		Lost by Accident.	Frigates.		Lost by Accident.	Total.	Added to the British Navy.
	Capt.	Dest.		Capt.	Dest.			
French.....	26	9	1	55	15	5	111	59
Dutch.....	...	3	1	5	1	1	11	4
Spanish.....	10	1	...	6	1	...	18	11
Danish.....	18	...	...	9	1	...	28	24
Russian.....	1	...	...	...	...	...	1	...
Turkish.....	...	1	...	1	4	...	6	...
American.....	...	...	...	3	1	...	4	3
Grand Total...	55	14	2	79	23	6	179	101

During the same period the losses of the British navy were as follow:—

Description.	Captured.	Destroyed.	Lost by Accident.			Total.
			Wreckd.	Found.	Burnt.	
Ships of the line.....	...	...	8	3	2	13
Frigates, sloops, and smaller vessels	83	7	161	50	3	304
Grand Total.....	83	7	169	53	5	317

With reference to this total, it will be remarked that it is chiefly made up of small vessels, such as are not included in the recapitulation of the losses sustained by the other nations; but it will further be observed that throughout so long and severe a war, the total number actually taken or destroyed by the enemy is ninety only, and does not include one line-of-battle ship.

RECAPITULATORY ABSTRACT* of the Number of Ships, including Frigates and Smaller Vessels, captured and destroyed by the British, from 1793 to 1815, not including Ships Lost by Accident.

NATION.	Ships of the Line, including 50-gun Ships.		Frigates.		Corvettes, Brigs, &c., &c.		Total.	
	No.	Guns.	No.	Guns.	No.	Guns.	Ships.	Guns.
French.....	87	6,618	217	7,282	408	3,997	712	17,997
Dutch.....	29	1,794	40	1,336	103	775	172	3,905
Spanish.....	24	1,984	30	1,068	142	941	196	3,993
Danish.....	24	1,744	24	848	37	475	85	3,067
Russian.....	1	74	2	74	1	14	4	162
Turkish.....	1	74	7	270	7	96	15	430
American.....	...	...	3	139	14	176	17	315
During the same period the British losses by capture were.....	166	12,278	323	11,117	712	6,474	1,201	29,869
Showing a difference of.....	7	470	27	856	132	1,691	166	3,017
	159	11,808	294	10,261	580	4,783	1,035	26,852

* The above has been kindly furnished by Lieutenant Paul H. Nicolas. The totals do not exactly correspond with those already given ; but we have great confidence in the correctness of the compiler.

CHAPTER XXXVI.

1816.

BOMBARDMENT OF ALGIERS.

THE atrocities committed by the Algerines, and the barbarous massacre of the crews of more than three hundred small vessels, on the 23rd of May, 1816, at Bona, induced the British Government to prepare an expedition to act against the forts and shipping of Algiers. Accordingly, on the 28th of July, a fleet, under Admiral Lord Exmouth, sailed from Plymouth Sound for that object.

On the 9th of August, at 2h. p.m., the fleet anchored in Gibraltar Bay, where Lord Exmouth found the 74-gun ship *Minden*, which had been ordered on ahead when off Falmouth; likewise six Dutch ships, under Vice-Admiral Baron Van de Cappellen. The baron at once volunteered the co-operation of his squadron, and the offer being readily embraced, Lord Exmouth made every preparation for attacking the Algerine batteries. On the 13th of August, the 18-gun brig *Satellite*, Commander James Murray, arrived from Algiers, and on the same day the captain of each ship received a plan of the fortifications, with instructions for their guidance. On the 14th, early in the forenoon, the wind having shifted to the southward, the whole fleet, amounting to twenty-three sail, with five gunboats, and a sloop fitted as an explosion vessel, under the direction of Lieutenant Richard H. Fleming, weighed and proceeded on their destination.

On the 16th the wind blew from the eastward; in the evening the 18-gun corvette *Prometheus*, Commander William B. Dashwood, joined from Algiers, having on board the wife and children of Mr. McDonell, the British consul; but the Dey had detained the consul, and also the surgeon, three midshipmen, and eighteen men belonging to the *Prometheus*.

The fortifications of Algiers were deemed almost impregnable. Upon the various batteries on the north side eighty pieces of cannon and eighty heavy mortars were mounted; but the water was so shoal that a large ship could not approach within their reach. Between the north wall of the city and the commencement of the pier (which is about 250 yards in length, and connects the town with the lighthouse), were about twenty guns; and a semi-circular battery, mounting two tiers of guns, about forty-four in all, stood on the northern projection of the mole. To the southward of that, and nearly in line with the pier, was the lighthouse battery of three tiers, mounting forty-eight guns, next to which was the "eastern battery," mounting sixty-six guns in three tiers, flanked by four other batteries of two tiers, mounting altogether sixty guns, and on

the mole-head were two long 68-pounders, described as being twenty feet in length.

The total number of guns on the mole was at least 220, composed of 32, 24, and 18-pounders. The fish-market battery, about 300 yards west from the south mole-head, mounted fifteen guns in three tiers. Between that and the southern extremity of the city were two batteries of five guns each. Beyond the city in this direction was a castle and three other batteries, mounting together about seventy guns. In the rear of the city, and on the heights, were several other batteries; so that the total number of guns mounted for the defence of this fastness of robbery, oppression, and cruelty, exceeded 1000.

On the 27th, at daybreak, the city was seen, the ships lying nearly becalmed. Lieutenant Samuel Burgess was then despatched to the Dey, to demand compliance with the following conditions:—The abolition of Christian slavery; the release of all Christian slaves; the repayment of the money recently exacted for the redemption of Neapolitan and Sardinian slaves; peace with the king of the Netherlands; and the immediate liberation of the consul, with the officers and boats' crews of the *Prometheus*. At 9h. Lieutenant Burgess, with a flag of truce flying, quitted the *Severn* frigate, which had towed the boat inshore, and at 11h. a.m., when near the mole, was met by a boat, in which was the captain of the port, by whom an answer was promised to the demand in two hours. In the meanwhile, the sea breeze having sprung up, the fleet stood into the bay, and hove to about a mile from the city. At 2h. p.m., no answer having been received, Lieutenant Burgess made a signal to that effect, and pulled off towards the *Severn*. Lord Exmouth immediately demanded, by signal, if all the ships were ready, and being answered in the affirmative, the fleet bore up for the attack in the prescribed order.

At 2h. 35m. the *Queen Charlotte* anchored with springs about fifty yards from the mole-head; and while in the act of making a warp fast to an Algerine brig on shore at the mouth of the harbour, a shot was fired at the ship; and at the same moment two shot from the opposite end of the mole were fired at the *Impregnable* and other ships as they were advancing to take their stations. Lord Exmouth, unwilling to sacrifice the mass of persons standing on the parapet of the mole gazing with astonishment upon the *Queen Charlotte*, waved his hand to them to descend, and immediately afterwards gave orders to commence firing, and the action became general as the ships brought their guns to bear. On the *Queen Charlotte's* larboard bow lay the *Leander*, gallantly occupying the place of a line of battle ship, with her starboard after-guns bearing upon the mole, and her foremost ones upon the fish-market battery.

Ahead of the *Leander* was the *Severn*, her starboard broadside bearing full upon the fish-market battery. Close to the *Severn* was the *Glasgow*, whose larboard guns bore on the town batteries. On the larboard quarter of the *Queen Charlotte* was the *Superb*, her starboard broadside bearing on the 60-gun battery next to the one on the mole-head.

It was intended that the *Impregnable* and *Albion* should take their places close astern of the *Superb*; but the former, not being sufficiently advanced when the firing commenced, brought up considerably outside her appointed station, and beyond the line of bearing within which the attacking force had been ordered to assemble. The *Impregnable* in consequence lay exposed, at the distance of 500 yards, as well to the light-house battery of three tiers, as to the eastern battery of two tiers. The *Minden* pushed on and dropped anchor in the space between the *Impregnable* and *Superb*, upon the larboard quarter of the latter. The *Albion* brought up near the *Impregnable*, but weighed again, and at 3h. anchored within her own length astern of the *Minden*. The end of the stream cable was then passed out of the gunroom port of the latter, by means of which the *Albion* was hove close to the stern of the *Minden*. Thus the line of battle ships took their stations in a northerly direction from the mole-head; and the frigates from the fish-market battery in a curved line to the south-west.

The Dutch admiral intended to have placed his frigate in the centre of his squadron and against the batteries to the southward of the city; but not being able to occupy this post in consequence of the *Diana's* being too far to the southward, he gallantly ran past that frigate, and anchored the *Melampus* with her jib-boom over the *Glasgow's* taffrail. The *Diana* and *Dageraad* anchored astern of the *Melampus*, the two other frigates further out, but the corvette remained under weigh. The *Hebrus* being becalmed, anchored a little without the line on the larboard quarter of the *Queen Charlotte*. The *Granicus* hove to, in order to allow the large ships to take their places; after which she steered for the admiral's flag, which was seen above the clouds of smoke, and anchored in a space scarcely exceeding her own length between the *Superb* and *Queen Charlotte*. The skill with which the *Granicus* was conducted to this station elicited the warmest admiration of all who witnessed it. The brigs took station as most convenient, or continued under weigh. The bomb-vessels, except the *infernal*, anchored about 2000 yards from the enemy's works, but Captain Perceval, desirous to occupy a more effective position, took up an inside berth. The flotilla of gunboats, mortar-boats, etc., under Lieutenant Frederick T. Michell, placed themselves where they could most annoy the enemy.



THE BOMBARDMENT OF ALGIERS.

The fire of the *Queen Charlotte* was so well directed that the third broadside raised the end of the mole to its foundation; she then sprang her broadside towards the batteries over the town-gate leading into the mole, and their demolition was as speedily effected.

The *Leander* opened fire upon the Algerine gunboats and row-galleys, and in a short time committed great havoc amongst them. At about 4h. this ship ceased firing, while the barge of the *Queen Charlotte* proceeded to set fire to the Algerine frigate lying across the mole. This service was gallantly executed by Lieutenant Peter Richards, of the *Queen Charlotte*, having with him Major Gossett, of the engineers, Lieutenant of marines Ambrose A. R. Wolridge, and Henry B. M'Clintock, midshipman. In less than a quarter of an hour the frigate was in flames, and the barge had returned to the ship with the loss of two men killed. The blaze was so fierce that Lord Exmouth testified his approbation by signalling to the fleet "Infallible." Aaron S. Symes, midshipman, in command of a rocket-boat, signalised himself greatly on this occasion. Although without orders, this gallant young officer followed the barge; but, in consequence of the slow pace of the rocket-boat, the party became exposed to a heavy fire from the batteries, by which himself and nine of his boat's crew were wounded, and his brother-officer killed.

At 4h. 30m. Rear-Admiral Milne sent a message to Lord Exmouth, stating that the *Impregnable* had sustained a loss of 150 in killed and wounded, and requesting that a frigate might be sent to divert some of the fire from that ship. The *Glasgow* endeavoured to perform this service; but it being perfectly calm, the frigate was unable after nearly an hour's exertion, to reach the intended position, and anchored a short distance ahead of the *Severn*, with her stern towards that ship, and thus became exposed to a severe fire from the fish-market and contiguous batteries. At 7h. the *Leander*, having also suffered severely from these batteries, ran out a hawser to the *Severn*, and sprang her broadside round upon them.

The mortar and rocket-boats had by this time set all the vessels within the harbour on fire, and the flames soon reached the arsenal and storehouses on the mole. The city was also on fire in several parts, from the shells thrown by the bomb-vessels. The ordnance sloop, fitted for an explosion-vessel, under the command of Lieutenant Richard H. Fleming, accompanied by Major Reed, of the engineers, and Commander Herbert B. Powell, a volunteer, was now run on shore close under the semi-circular battery to the northward of the light-house; and at about 9h. this vessel, charged with 143 barrels of powder, exploded.

The fleet continued a tremendous cannonade until 10h. p.m., when the upper tiers of the batteries on the mole being nearly destroyed, and the lower tiers almost silenced, the *Queen Charlotte* cut her cables and stood out with a light air of wind from the land, directing the other ships to follow. The breeze was so light, that the *Superb* and *Impregnable* in standing off shore, suffered much from the raking fire of a fort at the upper angle of the city. The *Leander's* cable having been slipped, that frigate, owing to the severe damages she had sustained aloft, was fast drifting towards the mole, and close to the enemy's ships on fire. In this emergency Captain Chetham directed Lieutenant George Mitford Monk to take charge of the boats, and made fast a hawser to the *Severn*, which ship, having her sails and spars in good condition, was drawing off the shore. The *Leander's* situation was extremely critical, for had she taken the ground, her destruction with a great part of her crew would have been certain. Two or three times the hawser parted, and was as often made fast afresh by Lieutenant Monk, the boats in the meanwhile being exposed to a continual fire of musketry from the mole-head. At length the *Severn* got a breeze, and drew the *Leander* from her perilous situation. Before 2h. a.m. on the 28th, the whole fleet was beyond the reach of the enemy's shot, while the ships were greatly assisted in taking up their anchorage by the blaze of the Algerine fleet, which illumined the whole bay. As if to add to the grandeur of the scene, the thunder and lightning continued to play for nearly three hours, and the rain to pour in torrents. The loss sustained during this heavy day's work was as follows:—

	Killed.	Wounded.	Total Killed and Wounded.
British.....	128.....	690.....	818
Dutch.....	13.....	52.....	65
Grand Total.....	141.....	742.....	883

No ship lost a spar; but the *Impregnable*, *Leander*, *Superb*, *Granicus* and *Glasgow* had their masts and yards much damaged.

At daylight in the morning the bombs were ordered to return to their stations, and to be in readiness to renew the bombardment of the city, and Lieutenant Burgess was despatched, bearing a flag of truce, to repeat the demands made on the preceding day. The Algerine officer, who came out to meet the flag of truce, declared that an answer had been sent the day before, but that no boat was found to receive it.

On the 29th, at 10h. a.m., the captain of the port came off, accompanied by the British consul. In the afternoon of the same day, Captain Brisbane had a conference with the Dey at his palace, after which several other conferences took place,

and the result was, the delivery to the British of upwards of 1200 Christian slaves, the restoration of 382,500 dollars for slaves redeemed by Naples and Sicily, peace with the Netherlands, and 30,000 dollars to the British consul, in compensation for the loss of his property, and a public apology for his detention. Having thus in the most complete manner accomplished the object of the expedition, the ships on the 3rd of September weighed on their return to England, leaving the *Prometheus* only to attend the British consul.

CHAPTER XXXVII.

1827.

BATTLE OF NAVARIN.

IN the summer of 1827, a squadron under Vice-Admiral Sir Edward Codrington, acting in concert with a division of French ships under Rear-Admiral De Rigny, and a Russian squadron under Rear-Admiral Count Heiden, assembled in the Mediterranean. The object in view was the enforcement of a protocol signed at St. Petersburg on the 4th of April, 1826, for the protection of the inhabitants of the Morea from the cruelties practised upon them by the Turks, under Ibrahim Pacha. On the 3rd of September an Egyptian fleet, with troops, entered the harbour of Navarin, where they were closely watched by the combined squadrons. On the 19th, finding that the British squadron alone remained off the port, Ibrahim Pacha, desirous of sending relief to Patras, ordered out a division of his fleet; but, finding their movements watched, the ships returned to Navarin.

Rear-Admiral De Rigny having rejoined the blockading squadron, a conference took place on the 25th at the tent of Ibrahim, who then agreed to suspend hostilities against the Greeks until an answer could be obtained from Constantinople, and that in the meanwhile the fleet should not quit the harbour. Upon the faith of this assurance, nearly all the ships were withdrawn from before Navarin. Part of the squadron was sent to Malta to refit, the British admiral repaired to Zante, and the French to Milo for provisions. The *Dartmouth* and *Armide* alone remained off the port.

Scarcely had the *Asia* anchored at Zante, when the *Dartmouth* hove in sight with the signal flying that the Turks had put to sea; and the *Armide* having proceeded towards Milo, overtook the French admiral before reaching that place. Sir Edward Codrington, having with him a frigate and two corvettes only, intercepted the Turkish squadron, consisting of seven frigates, nine corvettes, two brigs, and nineteen transports;

which on his firm remonstrance all put back. A second division of six Egyptian frigates and eight brigs had likewise put to sea, but they also returned, and the whole re-entered Navarin on the 4th of October. By the 15th, the different squadrons were again assembled before Navarin; and Ibrahim, thus blocked up, continued his tyrannical proceedings inland. Various attempts were made to communicate with Ibrahim, but without success, and a final conference was called on the 18th of October on board the *Asia*, at which it was decided upon to enter the harbour of Navarin, and from thence renew the negotiations. On the evening of the 19th Vice-Admiral Codrington issued full instructions to the whole force, British and foreign, pointing out the position for anchoring each division, but concluding with the well-known advice of Lord Nelson: "If a general action should take place, no captain can be better placed than when his vessel is alongside one of the enemy."

The harbour of Navarin is about six miles in circumference; the mainland bends round three sides of it almost in the form of a horse-shoe, and the island of Sphacteria, two miles in length and a quarter of a mile in breadth, stretches across from one headland to the other. The only available passage into Navarin is about 600 yards in width, and at the southern end of the island. On entering this passage there appears on the right hand a bold promontory, on which stand a fortress and the small walled town of Navarin, near to which Ibrahim's army was encamped. On the southern extremity of the island, almost opposite to the fortress on the promontory, another fort was placed. The first fortress was mounted with 125 guns, and, with that on the island, was well placed to defend the entrance of the harbour, as well as to command the anchorage within. At the northern end of the island was a third battery, which also commanded the harbour.

At about 1h. 30m. p.m., on the 20th of October, the signal was made by the *Asia* to prepare for action, and the combined fleet, consisting of the following ships, immediately weighed, and stood into the harbour; the British and French forming the weather or starboard column, and the Russians the lee line.

BRITISH.

Guns.	Ships.	
80	<i>Asia</i>	{ Vice-Admiral Sir Edw. Codrington, K.C.B. Captain Edward Curzon
74	{ <i>Genoa</i> <i>Albion</i>	
46	<i>Dartmouth</i>	Captain John A. Ommanney
50	<i>Glasgow</i>	Thomas Fellowes
48	<i>Cambrian</i>	Hon. James A. Maude
28	<i>Talbot</i>	Gawen W. Hamilton
		Hon. Frederick Spencer

Corvette—Rose; brigs—Philomel, Brisk, Musquito; Commanders Lewis Davies, Viscount Ingestrie, Hon. William Anson, George B. Martin; and Hind Cutter (tender to Asia), Lieutenant John Robb.

FRENCH.			
Guns.	Ships.		
60	Syrène		Guns.
80	Trident		Ships
78	Scipion		46 Armide
80	Breslau		Corvettes.
			Aleyone
			Daphne
RUSSIAN.			
Guns.	Ships.		
80	Azoff		Guns.
	{	Gargoute	Ships.
76		Ezekiel	46 Provernoy
		Newsky	48 Constantine
			46 { Elena
			{ Castor

About 2h., the Asia, leading, arrived at the mouth of the harbour, and passed unmolested within pistol-shot of the heavy battery on the starboard hand. The Turkish and Egyptian ships were moored in the form of a crescent, the largest presenting their broadsides towards the centre, and the smaller ones inside filling up the intervals, the whole consisting of one ship of eighty-four guns, two of seventy-four, two of sixty-four, two of sixty, two of fifty guns, fifteen 48-gun frigates, twenty-six large corvettes, eleven brigs, and five fire-ships; making, with about forty transports, a total of above 100 sail, mounting together near 2000 guns.

The Asia anchored close alongside a ship of the line bearing the flag of the Capitan Bey, and on the larboard or inner quarter of a double-banked frigate, with the flag of Moharem Bey, commander-in-chief of the Egyptian squadron. The Genoa following within 100 yards of her leader, brought up abreast of a double-banked frigate astern of the admiral; the Albion anchored astern of the Genoa. To windward of the fleet were four ships, being part of the Egyptian squadron, which were intrusted to the Russian admiral, and those to leeward in the bight of the crescent were to mark the stations of the whole Russian squadron, the ships of their line closing those of the English line, and being followed up by their frigates. The French frigate Armide was directed to take her station alongside the outermost frigate on the lefthand side on entering the harbour, and the Cambrian, Glasgow, and Talbot, next to her, and abreast of the Asia, Genoa and Albion. The Dartmouth, Rose, Wasp, Philomel, and Musquito were directed to watch the movements of the fireships at the entrance of the harbour. Strict orders were issued by Vice-Admiral Codrington that not a gun should be fired unless the allied squadrons were first attacked by the Turks, which orders were rigidly observed.

Although the Turkish fleet and batteries were prepared for action, and to resist the bold proceeding of the British admiral,

the *Asia*, *Genoa*, and *Albion* were suffered to enter and to take up their positions without molestation. The *Dartmouth* followed, and anchored close to the division of fireships, when Captain Fellowes, perceiving certain movements on board one of them, which induced him to believe the Turks were about to act offensively, sent a boat under the command of Lieutenant George W. H. Fitzroy, accompanied by Austin Forbes, midshipman, to request that the fireships should quit the anchorage occupied by the allies. The *Dartmouth's* boat accordingly proceeded alongside the ship, when a fire was opened upon the boat, by which Lieutenant Fitzroy was killed, and many of the boat's crew killed and wounded. A fire of musketry was instantly opened upon the Turkish vessel from the *Dartmouth*, and also from the *Syrène*, to cover the boat, which succeeded in regaining her ship. A shot from the Turkish admiral's ship followed this outbreak, upon which the whole allied squadron in a position to do so opened fire upon the Turks.

The *Asia*, although abreast the ship of the Capitan Bey, was nearer to that of Moharem Bey; and as the latter did not fire at the *Asia*, the *Asia* did not fire at her. A messenger was also sent on board the *Asia* by Moharem Bey to the effect that he would not fire at all, upon which Vice-Admiral Codrington sent a boat with Mr. Peter Mitchell, the pilot, who acted as interpreter, to assure Moharem of his desire, if possible, to avoid bloodshed; but on descending the side of the enemy's ship the pilot was shot dead. Soon afterwards the Egyptian opened fire, and, as described by Sir Edward Codrington in his despatch, the ship "was consequently effectually destroyed by the *Asia's* fire, sharing the same fate as his brother admiral on the starboard side, and falling to leeward a complete wreck."

The action then became general; two fireships were in flames, and a third blew up, while a fourth was sunk by the well-directed broadsides of the *Philomel*. The forts opened upon the allies, and that of Navarin especially committed much havoc, but probably upon friends as well as foes. The Russian ships did not reach the positions assigned them till 3h. p.m., when the cannonade became most animated. The *Asia's* fire having, as above stated, disposed of her two opponents, the ship became exposed to a severe raking fire from the ships of the inner lines, by which her mizenmast was shot away, several guns disabled, and many of her crew killed and wounded. The master of the *Asia*, William Smith, was killed in the early part of the action, while bringing both broadsides to bear upon the Turkish and Egyptian admirals. Captain Bell, of the marines, also fell, and Sir Edward Codrington was struck by a musket-ball, which knocked his watch out of his pocket and battered its cases.

The Genoa, the admiral's next astern, suffered most severely. This ship commenced the action at about the same time as the Asia, and being closely engaged during the whole of the contest, performed excellent service. As the Turks fired high, the carnage among the marines on her poop was excessive, and it was at length considered prudent to remove the remainder of them to the quarter-deck. Commodore Bathurst was wounded early in the action by a splinter, which struck off his hat and lacerated his face. Another shot took off the tails of his coat, and he was at length mortally wounded by a grape-shot, which, entering his side and passing through his body, struck the opposite bulwark.

The Albion, being the next astern of the Genoa, was exposed to the united fire of a cluster of ships, including one 74 and two 64-gun ships, upon which, at 2h. 45m., she opened her broadside. About half an hour after the commencement of the action one of the Turkish ships fell foul of the Albion, and her crew made an attempt to board, but which was repulsed with heavy loss. The Turkish ship was in turn boarded by Lieutenant John Drake, at the head of a party of men, who compelled the Turks to call for quarter. The British were in the act of releasing a number of Greek prisoners secured in the hold of this ship, when she was discovered to be on fire. Lieutenant Drake therefore considered it expedient to return to the Albion, and the cables of the Turkish ship having been cut by one of the Albion's midshipmen—whose name is not, as it deserves to be, mentioned—the ship drifted clear of the Albion, enveloped in flames, and shortly afterwards blew up with a tremendous explosion. The absence of this combatant enabled the two remaining ships to open with more effect upon the Albion; but so vigorous was the fire of the British ship, that the largest of the two was shortly in flames. The Albion continued the engagement till dusk, when, taking advantage of a breeze of wind, she got under weigh and stood out to clear herself from the numerous blazing ships about her.

The state of the Turkish fleet on the morning after the action is thus described in Vice-Admiral Codrington's official letter:—"Out of a fleet composed of eighty-one men-of-war, only one frigate and fifteen smaller vessels are in a state ever to be again put to sea."

The following table exhibits the loss of the British and also of the allies:—

	Killed.	Wounded.	Total Killed and Wounded.
British.....	75.....	197.....	272
French.....	43.....	144.....	187
Russian.....	59.....	139.....	198
Grand Total.....	177.....	480.....	657

CHAPTER XXXVIII.

1840.

OPERATIONS ON THE COAST OF SYRIA.

WITH the exception of our co-operation with the army of the Queen of Spain during the civil wars of that country, in 1836-37, the navy had remained in a state of peaceful inactivity since the attack upon the Turkish and Egyptian fleets just recorded. Its energies were, however, once more called into action by the decision of the four great powers, or quadruple alliance, in reference to the Turco-Egyptian question. The Mediterranean fleet was commanded by an officer whose long experience and sound and mature judgment were unshaken by time; and who, to a clear perception of the proper line of conduct to be pursued, added firmness of purpose worthy of the great leaders from whom he had taken his professional lessons.

Mehemet Ali, Pacha of Egypt, having virtually thrown off his allegiance to the Sublime Porte by retaining possession of the Turkish fleet at Alexandria, it was determined to reduce him to subjection. It was generally believed that France was busily at work through the Pacha, and encouraging him in his resistance; and it is surmised that the smallest reverse met with by the allies would have drawn down upon them the French force in the Mediterranean. In a word, our success averted a war with France. The four powers concerned in the subjugation of Mehemet Ali were Austria, Russia, Prussia, and England; but the brunt of the work fell upon England. The fleet in the Mediterranean, under Admiral Sir Robert Stopford, or on its way thither, in September, 1840, the period of the commencement of hostilities, consisted of fourteen sail of the line and a number of frigates and smaller vessels.

On the 29th of August, the *Dido*, which ship had been sent on a mission to Constantinople, joined the admiral at Alexandria with despatches; in which it was stated that the French ambassador had declared it was not the intention of that nation to interfere in reference to the proposed settlement of the Turco-Egyptian dispute. Immediately upon his arrival, Captain Davies received orders to proceed to the coast of Syria to join the squadron under Commodore Napier, and on the 1st of September the *Dido* reached Beyrout, where the *Powerful*, five sail of the line, two frigates, one corvette, two brigs, and two steamships were lying.

On the 9th of September the admiral arrived with the remainder of the fleet, together with three Austrian and five Turkish ships of war, the former commanded by Rear-Admiral Bandiera, and the latter by Rear-Admiral Walker Bey. In the interim Commodore Napier had been gaining every possible

information relative to the enemy's coast and defences, and on the arrival of the admiral, hostilities were immediately determined on, the commodore, in consequence of the ill state of health of Colonel Sir Charles Smith, of the engineers, being intrusted with the chief management of the operations. On the same night the marines of the fleet, and also 5400 Turkish troops, were ordered to embark on board the steamships Gordon, Cyclops, and Phoenix, and to make a feint of landing on the cape, under cover of the guns of the Dido and Wasp. The two latter vessels accordingly anchored as close to the shore as their draught of water would allow them; the Dido, the outside vessel, being about 600 yards from the rocks. The next morning the whole fleet got under weigh and stood close in, and the Benbow having anchored, commenced throwing shells with great precision; several other ships also opened fire.

This service completed, the Carysfort and Dido were ordered to the northward to the attack of a strong tower at Gebail, garrisoned by Arnaut troops. On the evening of the 11th of September, the Cyclops, having on board 220 marines and 150 mountaineers, joined, with orders that Gebail should be bombarded; and accordingly the three vessels anchored at noon on the 12th abreast of the town, and within about 500 yards of the shore. In addition to the strength of the castle, the town presented a solid front of low stone houses, which had altogether a most compact appearance. The frigate and corvette commenced firing round and grape, but at intervals only, under the idea that the place would soon show a desire to surrender; but no such signs appearing, the firing was increased, and continued for the space of an hour, the Cyclops occasionally dropping shells in the town.

In the night the Arnaut troops, previously reduced to extremities by the want of provisions, evacuated the place, and it was taken possession of by the mountaineers, all of whom were supplied from the Cyclops with arms and ammunition. The Castle of Gebail was sufficiently strong to have withstood the whole Mediterranean fleet. Its walls were composed of immense blocks of stone, manv twenty feet in length and twelve in thickness; within which 500 men might have sheltered themselves with perfect safety and ease.

On the 15th of September, the Carysfort in tow of the Cyclops removed to the northward to Batroun, where, observing parties of Albanians in different parts of the town, they stood close in and opened fire. A landing was then effected by 250 armed mountaineers in the boats. The mountaineers gained possession of the town with the loss of only one man wounded.

It was determined to bombard Beyrout. This was accordingly proceeded with and continued at intervals for several days.

The bombardment was continued until the 14th, when all except the Edinburgh, Hastings, and Bellerophon, were withdrawn, and ordered to proceed in different directions to harass the enemy and distribute arms among the mountaineers.

The *Castor* and *Pique*, on being withdrawn from before Beyrout, sailed to the southward, Captain Collier, who was the senior officer, having orders to proceed to Caiffa, off which place the two frigates, accompanied by the Ottoman frigate *Dewan*, appeared on the 16th. On the following morning two boats, one in command of Lieutenant Charles F. A. Shadwell, of the *Castor*, and the other belonging to the Turkish frigate, bearing flags of truce, were sent in to summon the garrison to surrender; but neither was suffered to approach the shore. The ships therefore, on the return of the boats, opened fire upon the batteries, and although these were of some strength, the suddenness of the attack was such that after the first few broadsides the troops abandoned the town in great confusion. The Ottoman flag was shortly afterwards planted upon the walls of Caiffa by the British officers, who next destroyed eight guns with their carriages, and brought off a quantity of ammunition and two 13-inch mortars, all of which were put on board the *Dewan*.

From Caiffa, the *Castor* and *Pique*, on the 24th, sailed to Tsour (or Tyre), from which place the Egyptian troops, 500 in number, were driven by the fire of the two frigates, and the town taken possession of by the British. A large quantity of corn was found in the government stores at this place, which as well as a quantity of ammunition, was brought away. Captain Collier mentioned in the highest terms the officers and seamen of both ships employed on shore, under the orders of Lieutenants Patey and Douglas Curry, who had a very arduous duty to perform in levelling sandbanks which the enemy had thrown up to the height of ten feet to cover the approaches to the town from the fire of the ships. The *Castor* and *Pique* remained on this part of the coast.

It was next determined to endeavour to capture the city of Sidon by storm, and accordingly Commodore Napier received orders from the admiral to take under his command the 84-gun ship *Thunderer*, Austrian frigate *Guerriera*, 18-gun brig *Wasp*, and a Turkish corvette; together with the two steam frigates *Cyclops* and *Gorgon*, containing 500 marines under Captain Arthur Morrison, and a battalion of the same number of Turkish troops. On the 27th of September, at daylight, this squadron got under weigh, the utmost secrecy being observed as to its destination. The commodore, on his arrival at Sidon, was joined by the steamships *Stromboli*, just from England, and *Hydra*, from Tyre; the former having on board 284 marines

under Captain James Whylock, and on board the latter was Rear-Admiral Walker Bey.

The town of Sidon is built upon an eminence rising abruptly from the sea. It contains a large number of houses, closely packed together, and enclosed on three sides by strong walls of considerable height. The principal gate in the line of wall is on the north side, near the sea, and is very well defended. On that side the town is approachable from a broad smooth beach. Towards the south, Sidon rises from the level country by a short but steep ascent, upon which is a small citadel of no great strength. On the sea front there is no wall; but the houses, being for the most part built of stone, in the most substantial manner, offered equal obstruction to an enemy. The ruins of an old mole also prevented any very near approach; and, still more to strengthen this position, intrenchments had been constructed to oppose a landing. A castellated fort of considerable size projects at the same part about 100 feet into the sea, and is connected with the town by a bridge, at the land end of which a large well-built barrack defended the shore.

Before attacking so formidable a place, it became necessary to make great preparations; and it is but justice to the commodore to state that nothing which prudence and foresight could suggest appeared wanting in the arrangements. The wind being light, the *Thunderer*, *Guerriera*, *Wasp*, and Turkish corvette were towed to their assigned positions by the steamships. The *Guerriera* and Turkish corvette were placed by Captain Berkeley abreast the town; the *Wasp* and *Stromboli* anchored more to the southward, in order to flank it; and the *Gorgon*, *Cyclops*, and *Hydra* anchored to the northward, close to the castle. A peremptory summons was then despatched to the governor of Sidon, with which he refused compliance; and at about noon the squadron opened fire. For nearly an hour the cannonade was continued without making much visible impression; but at 1h. p.m. a breach was effected in the seawall of the fort, and at nearly the same time one of the tremendous concentrated broadsides of the *Thunderer* swept in the whole side of the outer barrack square.

What with the smoke of the guns and dust of crumbling walls, the movements of the troops within could not for a time be ascertained, but the signal was made by the commodore for the Turkish troops, previously assembled alongside the *Cyclops*, to land. Immediately the boats of the different ships containing the Turkish soldiers, commanded by Colonel Laué (a Prussian officer in the service of the Porte), and accompanied by Rear-Admiral Walker Bey and Captain Austin, quitted the *Cyclops*, and pulled steadily towards the shore. Before a man could land, a heavy fire of musketry was opened upon the boats

from the barracks and different buildings, which was responded to by the carronades in the British boats. The landing was effected with some loss, and the castle was taken possession of.

Commander Mansel, of the *Wasp*, was now directed to land the marines, brought out by the *Stromboli*, under Captain Whylock and Lieutenants Alexander Anderson and Charles F. Hockin, on the southwest side of the town, which was done with gallantry and skill. These were accompanied by about twenty of the *Stromboli's* seamen, under Lieutenant John Russel and William Chamberlayne and Henry Warren, mates, and James Hunt, midshipman. The Austrian marines also landed at the same time. The first battalion of marines was next landed to the northward of the town in the *Gorgon's* boats, under the command of Captain Morrison, headed by the commodore, accompanied by Captain Henderson.

The signal was then made for the whole to move forward simultaneously, and for the Turkish troops to cross the causeway, or bridge, leading from the castle to the town; a work of no small peril as the passage was defended by a host of men. Walker Bey, Captain Austin, and Arthur Cumming, mate of the *Cyclops*, at this juncture gallantly volunteered to head the Turks in their advance, and the latter, following the example of their dashing leaders, under the direction of Colonel Laué, moved forward at a quick pace. The marines on the right and left of the town also moved on, and, after a sharp but brief struggle, the Egyptians were driven out of the barrack at the foot of the bridge, and retreated up the narrow arched streets. A large house situated near the barrack still held out, and a party of Egyptians continued firing on the assailants, and at length, headed by Hassan Bey, the gallant leader of the Egyptian forces, attempted a *sortie*. This was met by the British marines; but this brave man, after firing three times upon his assailants, fell with three musket-balls in his body. No further resistance was offered at this point, and 1800 Egyptians laid down their arms, and were immediately marched across the causeway to the castle.

In the meanwhile the Egyptians, pursued by the allies, retreated along the streets towards the citadel, which stood in the centre of the town. The different attacking parties soon became further subdivided, and the conflict, or rather pursuit, was continued by each through most of the streets of the city. The Egyptians at length took refuge in a vaulted barrack, in which were found upwards of 1000 men, lying ready for a *sortie*, should occasion offer, or to throw down their arms if discovered; and the latter was their fate. In five hours from the commencement of the bombardment, Sidon was conquered.

On the 9th of October, the result of a successful attack

made by the Turkish troops, by Commodore Napier, upon the troops of Ibrahim Pacha, occupying the mountains near Beyrout, the town was evacuated; and on the same day 2000 Egyptians delivered themselves up as prisoners of war. In the course of a few days, Tripoli, Tortosa, and Latakia were evacuated by the Egyptians, and taken possession of by the country people well disposed towards the Sultan. Thus the whole line of Syrian coast, with the exception of the fortifications and town of St. Jean d'Acre, had fallen; and this, the strongest and best-prepared defence of Mehemet Ali, had soon also to succumb to British prowess.

On the afternoon of the 2nd of November, the expedition reached the bay, and anchored about two miles off the town, where the *Pique*, *Talbot*, *Wasp*, and *Hazard* had been lying for some days. At a council of war held the same night, it was determined that the bombardment should take place on the succeeding day at as early an hour as the wind would permit.

At 9h. 30m. a.m. the signal was made to weigh, but the light southerly breeze prevented the squadron from approaching the batteries. At a little before 1h. p.m., however, the sea breeze set in, and the whole bore up nearly before it. The *Powerful*, closely followed by the *Princess Charlotte*, *Thunderer*, and *Bellerophon*, stood to the northward, and then steered for the batteries.

At 2h. 17m., just as Commodore Napier's division had anchored and opened fire upon the western line of batteries, the *Castor* and *Talbot* gallantly leading the division (consisting of the *Edinburgh*, *Benbow*, *Carysfort*, *Hazard*, and *Wasp*), appointed to act against the southern face, dropped anchor in less than four fathoms water, within about 700 yards of the fort, and opened a spirited fire, while the remaining ships passed on to take their stations. The *Edinburgh* at the same time commenced firing; and having cleared the *Castor*, reopened a heavy fire, and dropped a stern anchor close upon that frigate's star-board bow. The remaining ships (including also the Turkish admiral, which anchored to the eastward, and the Austrian ships, which brought up to the westward) anchored as most convenient by the head or stern, and at about 2h. 30m. the action had become general. The admiral observing the vacant space ahead of the *Powerful*, at about 3h. p.m. directed the *Revenge* (which ship had been ordered to keep under weigh as a reserve) to proceed and take it up; and in a short time this ship was admirably placed ahead of the commodore. The *Pique* anchored to the northward of the whole.

"Soon," wrote Mr. Hunter, "observation was confounded by the continuous roar of cannon, and by the masses of smoke

which in many-piled wreaths began to envelop as well the ships as the fortress. When the smoke at short intervals cleared away, we got a glimpse of one or more of the embrasures; but, for the most part, the only object seen to mark their locality was the blaze of lurid fire issuing from the pieces at the moment of discharge."

Thus affairs continued till a little past 4h. p.m., when the whole fortress was illumined with an intense blaze of light, which was as suddenly succeeded by a dense cloud of smoke, dust, bursting shells, and large fragments of stone, etc. The principal magazine, supposed to have contained some thousands of barrels of powder, had exploded; believed to have been the effect of a shell thrown by one of the steamships. The cannonade, which for a second had been stayed, was succeeded by a loud and long cheer, which resounded from ship to ship, and the firing was resumed, and continued till near sunset, when not more than twenty guns in the batteries remaining undisabled, the admiral made the signal to "cease firing." Each ship accordingly left off action, but continued at anchor, ready to renew it at a moment's notice; but this was unnecessary, for never was a place more completely torn to pieces.

To describe a tenth part of the devastating effects of the British fire, and of the explosion, would be vain; embrasures were beaten into one, and the parapets throughout so much damaged as to be nearly useless; guns, some split from breech to muzzle, were thrown from the carriages to inconceivable distances, and others rendered perfectly unserviceable. By the explosion, two entire regiments, formed in position on the ramparts, were annihilated, and every creature within the area of 6000 yards ceased to exist; the loss of life being variously computed from 1200 to 2000 persons.

On the sea-batteries of Acre 147 guns had been mounted, besides five 13-inch mortars and many others; the place had ammunition enough for a ten years' war, and was abundantly victualled and stored for a long siege. The garrison at the commencement of the bombardment is supposed to have consisted of 4500 men, exclusive of 800 cavalry posted outside the town. The total number killed and wounded cannot be correctly ascertained; but it is probable that the number stated in the extract given from Colonel Smith's letter includes all that fell on this, to them, disastrous day. The prisoners amounted to 3000. On the following morning the strong fortress of the east was taken possession of, and all the troops under Sir Charles Smith were landed and took up their quarters in the town.

The rewards merited by these important services were not withheld. Sir Robert Stopford had already attained all the

military distinctions which could be bestowed. The admiral, however, received the thanks of both Houses of Parliament, and the freedom of the city of London, in an elegantly-carved oaken box. The Sultan transmitted a letter of thanks, the imperial *nishân* of honour and merit, and a sword, the handle of which was studded with jewels. The Austrian, Prussian, and Russian emperors also conferred marks of distinction upon the gallant admiral.

CHAPTER XXXIX.

1854.

WAR WITH RUSSIA—SEVERAL ENGAGEMENTS—THE BOMBARDMENT OF SEBASTOPOL.

On the 9th of April, 1854, news of the English declaration of war—between Britain, France, and Turkey on the one side and Russia on the other—having reached the allied fleet (then anchored near Varna), the steam frigate *Furious* was sent to Odessa, for the purpose of taking on board the consuls and any British or French subjects anxious to leave the town. The *Furious* carried a flag of truce at her masthead. She despatched a boat, also carrying a white flag, to demand the consuls.

No reply forthcoming, the officer in command of the boat deemed it advisable to return to the ship. As he was doing so, seven cannon shots were fired from the batteries of the town at the boat; also in the direction of the ship. This treachery had fortunately, however, no effect.

The military governor of Odessa was asked by Admiral Dundas and Vice-Admiral Hamelin to explain this dastardly conduct. His reply, the admirals regarded as false and unsatisfactory. Consequently, on 22nd April, the following vessels advanced to the attack:—*Sampson*, *Terrible*, *Tiger*, *Retribution*, *Furious*, and a detachment of rocket boats under Commander Dixon; also four French vessels. The *Sanspareil* and *High-flyer* acted as a reserve.

The *Terrible* did good work in this bombardment. She fired no less than 572 rounds of shot and shell, besides fifty-one rockets. Altogether the Russians received a severe defeat, nearly half of Odessa being destroyed. The action lasted for more than ten hours. The loss on the allied fleet was trifling; that of the English amounted to one killed and ten wounded. Thus, at Odessa, was *Sinope* (where Admiral Nachimoff cruelly butchered 2000 Turks) avenged.

On the 10th May, 1854, the *Amphion* and *Conflict* took the little town of Libau, and all the shipping in the port, merely by terror of their arms and without a shot being fired.

On the 12th May the *Tiger*, mounting sixteen guns, was stranded during a heavy fog, about four miles from Odessa. The unfortunate vessel being left upon the shore was, of course, helpless. While in this condition the vessel was fired upon and forced to surrender. There were five men killed and a number wounded, while the captain, 24 officers and warrant officers, together with 201 seamen and marines were taken prisoners by the Russians.

On the 19th of May the *Arrogant* and the *Hecla*, commanded by Captains W. H. Hall and H. R. Yelverton, planned a little expedition of their own, which was very deservedly regarded as a brilliant exploit. Captain Hall, having met a fishing boat off the coast, compelled the two men in it to act as pilots. Under their direction the two ships proceeded up a narrow river. Their object was to capture three merchantmen which, to avoid them, had gone into shallow water and anchored under shelter of a small fort at Ekness. On coming to anchor, the *Hecla*, which was in advance, was fired upon by the enemy in a thickly-wooded spot, from behind a high sand-bank. A round shot struck the *Hecla*, but without doing any harm. Both vessels beat to quarters, cast loose their guns, and, pouring a fire into the wood and against the sand-bank, quickly dislodged and silenced the enemy. Nothing further took place that night.

With the first tint of dawn, the vessels were again in motion, the *Hecla* leading on account of her lighter draught of water. After carefully pursuing the intricate windings of the river for about three hours, they came suddenly within range of an enemy's battery. The *Hecla*, carrying six guns only, immediately opened fire, which was readily returned by the fort. The *Arrogant*, of 46 guns, soon approached near enough to take part, and poured her broadside among the Russians. They did not stand to receive a second. Ekness was afterwards reached, and there were the three merchantmen, the vessels they sought. Two were aground and in safety; but the *Hecla*, in spite of another battery which opened upon her, ran up alongside of the third barque, took her in tow, and steamed away with her. While she was doing so, the *Arrogant* poured showers of shot and shell upon the Russian batteries. The *Arrogant* had two men killed and four wounded; the *Hecla*, one man killed and four wounded.

The English fleet having already captured many merchant vessels belonging to the enemy, entered the Hango Roads on the 20th of May, and, on the 22nd, attacked the Russian fort of Gustafsvärn. In a short time the fort was destroyed, and 1500 Russians surrendered themselves as prisoners.

On the 21st June, Bomarsund was attacked by the British

vessels Hecla, Odin, and Valorous. A steady fire was maintained for over seven hours; two batteries were soon silenced, and a number of bombs were thrown into the fortress. The English ships, probably feeling themselves not equal to the reduction of the fortress, retired. Bomarsund was again bombarded on the 25th and 26th of June, and considerable damage was done to the fortress. It was not again bombarded till 13th August. Behind Bomarsund were two towers, called Fort Tzee and Fort Nottich. The former was attacked by the French and the latter by the English. Both forts surrendered without much loss on either the English or French sides. But the case of the Russians was different; excluding the killed and wounded, no less than 2300 men were taken prisoners.

The combined British and French fleets having received instructions to bombard Sebastopol, the principal naval Russian port in the Black Sea, the allied fleets accordingly proceeded to put the orders in execution.

The British fleet was under the command of Vice-Admiral Dundas, Rear-Admiral Sir Edmund Lyons being second in command. The French fleet was under command of Admiral Hamelin, who again was under the authority of Marshall St. Arnaud, commander of the entire French forces, both land and sea.

About this time, unfortunately, the fleets were suffering severely from an attack of the cholera, which hampered their movements and relationships with the land forces. With such virulence did the epidemic rage, that the *Britannia* alone, out of 985 men, lost no fewer than 139, all in a few days. If the disease had continued with such fatal virulence for a few days longer, there would have been the spectacle of a splendid fleet without crews to work it. However, in the midst of the trouble, the admirals put to sea on the 11th and 12th of August in the sole hope of getting rid of the epidemic. Fortunately the plan succeeded perfectly, and the pestilence vanished as suddenly as it had made its appearance.

In conjunction with the duty of bombarding Sebastopol, the respective fleets had to convey the land forces from Bulgaria to the neighbourhood of the proposed scene of action, and in the execution of this our admiral had at his command the means of conveying the British forces to the enemy's shore either in steam vessels or in sailing ships towed by steam power. Until the eve of the embarkation the French believed they could achieve a like result. It was arranged that the whole of the French and English armament should move from the coast at the same time. The 2nd of September was looked forward to as the probable day, but the exact time would depend upon weather and other circumstances. It was really the 6th Sep-

tember before the British armament was ready, although, as already mentioned, the 2nd was looked forward to as the probable date of sailing. The French fleet had already sailed on the day previous.

The duty of guiding and disposing the convoy was entrusted by Admiral Dundas to Sir Edmund Lyons. None of our ships of war carried troops on board, these being confined to the convoy. They were all, therefore, in a ready state for action. Vice-Admiral Dundas, commanding the whole British fleet, had his flag on board the *Britannia*; Sir Edmund Lyons, on the *Agamemnon*, had charge of the convoy. Lord Raglan was on board the *Caradoc*.

On the 8th September, whilst the fleets lay near each other, this vessel was boarded by Vice-Admiral Dundas. He reported that Marshall St. Arnaud desired to see Lord Raglan and himself (Dundas) on board the *Ville de Paris*, as the Marshall himself was too ill to move. Now it happened that at this time the sea was very rough. It would be difficult for Lord Raglan, with his one arm, to get up the side of the three-decker in which the Marshall was sailing. Lord Raglan, therefore, deputed his military secretary, Colonel Steele, to accompany Vice-Admiral Dundas on board the *Ville de Paris*.

After a long conference as to where the landing should take place, and to which no agreement could be arrived at, Marshall St. Arnaud desired Colonel Noehue, who was present at the conference along with the admirals of the French fleet, to say that he would concur in any decision to which Lord Raglan might come. Accordingly the conference was adjourned to the *Caradoc*. Lord Raglan and Sir Edmund Lyons were then present at it, along with those who had met on board the *Ville de Paris*, except Marshall St. Arnaud. After a lengthy discussion, the conference now found itself deciding that the vessels sent on the required reconnaissance should consist of the *Agamemnon*, the *Caradoc*, and the *Sampson*, and one French steamer.

Marshall St. Arnaud, whose illness seemed bringing him fast to his end, was by the 13th almost restored. During the five days of the Marshall's illness, Lord Raglan used to the full the supreme control thus given him. In that time he had repressed the efforts of the French commanders, who strove to bring the enterprise to an end; he had committed the allies to a descent upon the enemy's shores to the north of Sebastopol. He had also reconnoitred the coast, chosen the place for a landing, so that now when men looked from the deck they could see the thin strip of beach where the soldiery of the allies were to land. At noon on the 13th the English fleet had drawn near to the port of Eupatoria, a little town at the nor-

thern end of the bay. After the surrender of this place, in the afternoon of the same day, the whole armada moved down towards the south. They anchored near Old Fort, in Kalamita Bay. The united fleets extended in a line parallel with the coast, and in a direction, therefore, not far from north and south. The British fleet took the north, and formed the left of the allied line. The French and Turkish fleets were on the south or right-hand side. In the evening of the 13th the ships and transports of the three nations came as near as they could to their respective landing places.

Sir Edmund Lyons, who commanded the inshore squadron of the British fleet, was entrusted with the whole management of the landing, starting long before dawn in the *Agamemnon*. While the inshore squadron approached the beach so closely as to be able to cover the landing, the bulk of the English fleet, commanded by Dundas in person, lay far enough out to be able to command the whole of the bay from Eupatoria to Sebastopol, keeping up an unbroken chain of communication from cape to cape, and always held ready to engage the Russian fleet if by chance it should come out and give battle. Detached vessels reconnoitred the coast, and their guns practised upon every encampment of the enemy within range.

The position of Sebastopol may be regarded as standing upon a semi-circular tract of ground, subtended by the great bay or roadstead, and split into two segments by the port of Sebastopol, or, as the English used to call it, the "Man-of-war Harbour." Of the streets in the town two were spacious, and in these were the principal buildings in the place. The rest of the streets were narrow and unpaved. Previous to the invasion the numbers collected in the town and suburbs had been about 42,000. But of these only 7000 were civilians, the remaining 35,000 belonging to the fleet or the army.

The Russian Black Sea fleet, which lay in the roadstead, consisted of 14 line of battle ships, 7 frigates, 1 corvette, 2 brigs, and 11 war steamers, besides some smaller vessels. It carried 1908 guns, and was manned by 18,500 seamen. Prince Mentschikoff, as High Admiral, was in command of the fleet. The fleet was divided into two squadrons. One was commanded by Vice-Admiral Nachimoff and the other by Vice-Admiral Korniloff, who, in the absence of the Prince, was first in authority over the forces in the roadstead and harbour of Sebastopol.

The defence of Sebastopol on its north side was entrusted by Prince Mentschikoff to Rear-Admiral Istomin; and the defence of the south side to Rear-Admiral Panfiloff. He (the Prince) at the same time enjoined these seamen to apply to Lieutenant General Möller, the commander-in-chief of the land forces at

Sebastopol, for special instructions. He also directed that in the absence of Vice-Admiral Korniloff the command should be assumed by Vice-Admiral Nachimoff. The total strength of the Russians at Sebastopol was about 32,000, the number being made up as follows:—18,500 seamen of the fleet. before referred to; four militia battalions, comprising 3000 men; 2708 gunners at coast batteries; 2666 stationed marines, and nine local companies, probably about 900. To these have to be added 5000 workmen, who were employed at the works of Sebastopol and under military discipline.

The following was the condition of things on 20th September. Prince Mentschikoff, whose army had been defeated on this day, instructed Korniloff to close the mouth of the Sebastopol roadstead. Although not expressed in words, it was understood that this was to be done by sinking some of the ships. The import of this order was that the Czar's famous navy of the Black Sea was to abdicate its warlike mission upon the approach of danger, and shut itself in for ever. Korniloff, who had toiled for years for the good of the fleet, heard these instructions with emotion. At the time he said nothing. Next day he shewed resistance, when he went to the Prince and declared his intention of putting to sea. To this the Prince peremptorily objected, and reiterated the order he had given Korniloff the evening before.

Korniloff obeyed. He issued an order pointing out the places to be taken by the ships of the fleet, including five line of battle ships and two frigates, which were to be brought to the mouth of the roadstead in readiness for sinking. The order also directed that in the event of it becoming necessary to give up the town, the rest of the fleet should be held in readiness to be sunk. The scuttling of the ships took place in the night, and on the morning of the 23rd all that could be seen was some bare masts instead of floating men-of-war.

From on board the allied fleets large bodies of men were landed. They were ordered to take part in the operations against Sebastopol. The brigade of English seamen placed at Lord Raglan's disposal was under the orders of Captain Lushington. Captain Peel also undertook to arm and man a battery with guns and men from the Diamond. Large quantities of the armament and other material resources of the fleets were freely devoted to the same purpose. Although Lord Raglan had no actual authority over the English fleet, he could speak to Admiral Dundas in the form of request. Owing to the reluctance of Admiral Dundas to co-operate with the land forces and the devoted energy displayed by Sir Edmund Lyons to bring the power of the navy to bear upon the great enterprise, a considerable amount of bad feeling ensued between them.

While the land attack was going on, the fleets of the allies, though they had not yet come into action, were standing in towards the roads of Sebastopol. The ships of both the main division and the inshore squadron were to ride at anchor whilst delivering the attack. The British entire fleet comprised ten sail of the line (including two screw steamers), thirteen lesser steamers and two 40-gun frigates. Four of the steamers were left free to move about as might be found advisable. The *Sphinx*, however, having a freight of ammunition on board, was ordered to keep out of range. The duty upon which Dundas most carefully insisted was that of helping disabled ships. This duty was given to the captain of the *Tribune*.

Fort Constantine on the north, and Fort Alexander on the south, both great stone forts, were of much importance, from the fact that if either were captured or destroyed the event might govern the fate of Sebastopol. The armament of the former fort was 97 pieces, while Fort Alexander mounted 56 guns; of these, 51 could be brought to bear upon the English and French ships.

At half-past ten in the morning of the 17th of October, the movement of the squadrons began. The French had the foremost place, being followed by Admiral Dundas with the main division. Some of the ships had their own steam power; the rest were moved by steam vessels, not towing in the ordinary way, but lashed alongside them. With the exception of the *London*, the ships having steamers attached to them were to fight with their starboard broadsides. The first of the English ships to engage the enemy was the *Terrible*, the *Tribune*, and the *Sampson*.

Sir Edmund Lyons was despatched to attack Fort Constantine. He had with him the *Agamemnon*, 91 guns; the *Sanspareil*, 67 guns, commanded by Captain Dacres; and the *London*, 90 guns, commanded by Captain Eden. At a later hour the *Albion*, 90 guns, and the *Arethusa*, 50 guns, were detached from the main division with orders to attack the *Wasp* and *Telegraph Battery*, both strong fortifications. These two ships, with the *Agamemnon*, the *Sanspareil*, and the *London*, made up the inshore squadron.

A signal from the *Britannia* was received by the inshore squadron. The signal was this: "Proceed and attack batteries." A bold offer had meanwhile just been made. Mr. Edward Charles Ball, acting master of a little steam tender called the *Circassia*, offered to move on with his small craft ahead of the *Agamemnon*, in order to feel the way by taking soundings and leading the *Agamemnon* as close to the shoal as prudence would allow. Lyons, though glad of such an offer, pointed out the probability that his (Ball's) vessel would

be sunk. To meet such a contingency he promised to have the *Agamemnon's* boats kept ready and manned to pick up the crew. Mr. Ball did not hesitate an instant. He met with much difficulty. In his first attempt to sound, the leadline was struck out of the leadsman's hands by a shot which wounded him. Notwithstanding that his craft received nine shot in her hull, yet he never remitted his task till he had guided the *Agamemnon* to the nearest point to which she could move without grounding. Whilst the *Agamemnon* was slowly creeping to this spot, he received her first shot. A few moments afterwards she was hulled and much harmed in her rigging by shot coming from several quarters. By good manœuvring she got into a good position at a distance of about 800 yards.

The *Sanspareil*, following close astern of the *Agamemnon*, and with port broadside towards the shore, opened fire on Fort Constantine at a range of 900 yards.

In the wake of the *Sanspareil* came the *London*, anchoring close astern; it opened fire on the fort at a distance of 1500 yards.

At this time the steamships kept under weigh were all, it seems, hovering upon the off-shore side of the detached squadron. Some of them tried their range at the fort. A shell, believed to have been thrown from *Carnegie's* steam frigate, the *Tribune*, at a range of 1600 yards, caused a great explosion of ammunition amongst the batteries at the top of the fort. This disaster must have done much to cause confusion among the enemy. But it was mainly due to the fire of the *Agamemnon*, the *Sanspareil*, and the *London* that the result was obtained. The upper tier batteries of the fort were brought to ruin. Of the 27 guns there planted, 22 were speedily silenced.

The *Arethusa* towed by the *Triton*, and the *Albion* towed by the *Firebrand*, came in from the south-west. They took up positions astern of the *London*. The whole of the inshore squadron were now ranged in a single line, and at distances from the shore of from 600 to 800 yards.

Meanwhile the main division had been hastening to come into line. It comprised the *Britannia*, 120, the flagship (towed by the *Furious*), the *Queen*, 116 (towed by the *Vesuvius*), the *Trafalgar*, 120 (towed by the *Retribution*), the *Vengeance*, 84 (towed by the *Highflyer*), the *Bellerophon*, 78 (towed by the *Cyclops*), and the *Rodney*, 90 (towed by the *Spiteful*). These ships formed the right of the English fleet. The *Britannia* was placed in the centre of the allied line of battle. She was set on fire by a red-hot shot which buried itself in some of the hammocks. She received 42 shots in her hull, and suffered great damage in her masts, yards, shrouds, and rigging. Lieutenant Vaughan and eight of the *Britannia's* men, besides

six of the men of the *Furious* (her towing steamship) were wounded. The mainmast of the *Retribution*, the steamship which towed the *Trafalgar*, was struck by a shot and went by the board. The *Trafalgar*, therefore, was ordered to haul off.

To return to the inshore squadron, it was soon proved that this contest between cliff batteries and ships was one of a kind altogether unequal. Although under the fire of only a few pieces of artillery well placed on the cliff, the *Agamemnon*, the *Sanspareil*, and the *London* all suffered more or less severely. The *Arethusa* was struck and set fire to both on her main and lower decks. Seven of her planks started. She was in danger of sinking, and there needed the coolness and the skill of the commanding officer and crew of the *Triton*, as well as of Captain Symonds and the crew of the *Arethusa* herself, to get the ship out of action. She lost four men killed and fourteen wounded.

With the *Albion* it fared even worse. She was struck by a number of shells directed from Telegraph Battery, and set on fire in several places. She was in such a plight as to make it the duty of Commander Rogers, who was in charge of her, in the absence of Captain Lushington, to haul out. The lashings which joined the *Firebrand* (her towing steamer) to her side had been shot away, and for a time the ships became unmanageable. After much trouble she was at length moved out of range, but lost 10 killed and 71 wounded. The *London* and the *Sanspareil* also got a severe handling, and were removed out of range, the former having four killed and 18 wounded, and the latter 11 killed and 57 wounded.

The *Agamemnon* was the only vessel of the inshore squadron left in her original position. The captain sought to obtain reinforcements. Before long he was supported by the *Bellerophon*, the *Queen*, and the *Rodney*. The *London* and *Sanspareil* also resumed their old positions. The *Bellerophon*, however, was set on fire no less than three times, but each time the fire was quickly extinguished by her crew. She was compelled to be towed out of action. She lost four men killed and 15 wounded. After this the *Agamemnon* went out of action, having four killed and 25 wounded. She was followed by the *Sanspareil* and the *London*.

Such then were the operations which Lyons conducted. With the aid of the shell from Carnegie's steam frigate, the *Tribune*, all the good that had been achieved was effected within the last few minutes of the squadron's anchoring. By that time the batteries on the top of Fort Constantine had been ruined. During the period of nearly three hours which followed, the efforts of the ships were of no avail.

The *Rodney* (with her tow steamer, the *Spiteful*) was now

the only ship remaining in action. When she went to the assistance of the *Agamemnon* she ran aground. As the *Spiteful* was unable to move her off, the gunboat *Lynx* quickly came in to give help. After much trouble, and under a heavy fire from the Russian batteries, the *Rodney* managed to get off. Both the *Rodney* and the *Spiteful* sustained a good deal of damage from shot and shell. But, strange at it may seem when it is remembered that the *Rodney* had lain aground under the guns of Fort Constantine for a period of more than two hours, she had no men killed, and only two or three wounded; whereas, out of her small crew which served to man a six-gun steam sloop the *Spiteful* lost two killed and nine wounded.

Thus ended the naval attack on Sebastopol. In proportion to the immense artillery power which the allied fleets exerted, the loss they inflicted upon the enemy was small. Under the fire of 1100 ship's guns, and these so diligently served that from two ships alone there were hurled between 6000 and 7000 shot, no more than 138 of the Russians were either killed, wounded, or bruised. The allies suffered more. In killed and wounded (without including the Turks, whose losses remain unrecorded), they lost 317 English and 203 French.

CHAPTER XL.

1882.

BOMBARDMENT OF ALEXANDRIA.

AHMED ARABI PASHA was born in lower Egypt, on the border of the desert, and came into prominent notice during the reign of Said Pasha. He was nothing but an adventurer. He did his utmost to overthrow the authority of the Khedive, compelled him to dismiss his former ministers, and afterwards forced him to accept a Nationalist Ministry. Arabi's Government then had a law passed whereby the chiefs of the same were placed in a position to overthrow the authority of Britain and France. It was supposed that Arabi had the support of the Sultan, but this Arabi repeatedly denied. Britain now recognised that so long as this man was allowed to order and govern as he liked there would be no peace in Egypt; so they decided to intervene. France, although invited to take part, refused to share in the bombardment.

On 11th July, 1882, at seven o'clock in the morning, the bombardment commenced. The English fleet was represented by eight ironclads supported by five gunboats. The ironclads were:—

The *Inflexible*, 11,000 tons. Its walls were 41 inches thick, and consisted of armour plates varying in thickness from 16 to

24 inches. The central part of this armoured castle was filled by two turrets, 12 feet high, with an internal diameter of 28 feet, placed to the right and left, each holding two 81-ton guns, capable of firing 1650 lbs. shot, with a charge of 300 lbs. powder.

The *Temeraire*, 8540 tons, mounting 8 heavy guns, 4 of 25 tons each and 4 of 18 tons each, and carrying 8 and 10 inch armour.

The *Superb*, 9100 tons, mounting four 25-ton guns and protected by 10 to 12 inch armour.

The *Sultan*, 9290 tons, mounting eight 18-ton guns, and four 12-ton guns, and carrying armour of from 6 to 9 inches in thickness.

The *Alexandra* (Admiral Beauchamp Seymour's flagship), 9490 tons, mounting two guns of 25 tons each, and ten 18 tons each, and bearing armour of 8 to 12 inches.

The *Monarch*, 8320 tons, mounting four 25-ton guns, and two of 6½ tons each, and being armoured with from 8 to 10 inches of iron.

The *Invincible*, 6010 tons, mounting 10 to 12 ton guns, and carrying 8 to 10 inches of armour.

The *Penelope*, 4470 tons, also mounting ten 12-ton guns, and carrying 5 to 6 inch armour.

Supporting these eight powerful fighting ships were the gunboats *Beacon*, *Bittern*, *Cygnets*, *Condor*, and *Decoy*.

The thirteen vessels were all fully armed, and, in addition to their heavy armament, most of them were fitted with torpedoes and machine guns of the modern Gatling and Nordenfheldt patterns. The fleet was under the command of Vice-Admiral Sir F. Beauchamp Paget Seymour, G.C.B., the flag officer of the Mediterranean station.

At half-past four the ships got under weigh. The inside squadron, the *Penelope*, *Invincible*, and *Monarch*, took up their respective stations. The two first named, being broadside ships, prepared to anchor, while the *Monarch*, whose turret-guns had an all-round range of fire, was to fight under steam. The *Alexandra*, *Superb*, and *Sultan* lay near each other, facing Forts Aida, Pharos, and Ras-el-Tin, which it was their task to silence. The *Inflexible* and *Temeraire* were at this time steaming slowly to support the *Penelope*, *Invincible*, and *Monarch* on an attack on Fort Meks and the adjoining batteries.

The Egyptians could be distinguished grouped round their guns in the batteries, and evidently prepared to fight. As the news that this was the case passed round the British ships, an expression of general satisfaction was noticeable on the men's faces, as the idea that our fire would not be returned, and that the Egyptians would allow their forts to be dismantled without resistance had up to this time been generally felt.

At seven o'clock the signal was given, and the *Alexandra* was the first to open the engagement by firing one gun. Afterwards the order was given to commence independent firing, and the signal was run up to the fleet to begin a general engagement. A deafening salvo from five 9-inch guns went from the side of the *Invincible*, while overhead the ten Nordenfeldt guns belched forth. The *Monarch* and the *Penelope* had both set to work close at hand, and the roar of their heavy guns, the ceaseless rattle of their Gatlings and Nordenfeldt machines, and the rush of rockets which the *Monarch* was discharging made a continuous din impossible to describe.

The first discharge from the enemy fell short, but the gunners soon altered their range, and then the missiles fell unpleasantly near. The *Inflexible* at this stage was doing excellent service at long range. One shell in particular, which fell into an earthwork, completely silenced that battery. The Egyptians surprised all by their rapid return fire. It was not expected, and for the first hour it was warm enough to suit anyone. Many a hit was recorded to them, which, had the metal been heavier, or had it struck in some weak spot, must have caused serious damage.

Meanwhile the *Inflexible* and the *Temeraire*, by splendid long-range firing, having reduced the forts right up the harbour, steamed up under Fort Pharos, adding the weight of their metal to that of the outshore squadron, which comprised the *Sultan*, the *Superb*, and the *Alexandra*. At 1h. 30m. the magazine of Fort Aida was blow up by a well-directed shell from the *Superb*, and immediately this fort and Fort Pharos were evacuated. The offshore batteries were then finished with, but the inshore squadron were still pounding away at the harbour batteries. By four o'clock, however, every Egyptian gun was silenced, and although a few more rounds were fired the battle was fought and won, and Admiral Seymour signalled to cease fire. Next morning the *Inflexible* and *Temeraire* had a cruise round, planting one or two shells in suspicious places, but received no reply. In the afternoon, the *Monarch*, who, by the way, had not been hit all day, fired a shell right into Fort Adfain, but there was no reply.

The British received some damage. On board the *Sultan*, six out of eight private retiring rooms of the officers were knocked to pieces. A ten-inch shell came in forward on the starboard side, cutting the sheet anchor into three pieces, and killed two men and wounded three others, besides doing other damage. The *Superb* also was hit many times, while the *Inflexible* had one or two boats damaged, and one of her thin armour plates knocked completely off. But for the most part cannon balls on this great ship had no more effect than

peas from a pea-shooter. The Alexandra underwent as much damage as any of the ships. She received about 25 shots in her hull. One shell entered at the stern, passed into the commander's cabin and there burst, shattering everything.

The British lost five killed and 27 wounded. The five men killed belonged—two to the Sultan, and one each to the Alexandra, Superb, and Inflexible. The 27 wounded was made up thus—eight to the Penelope, seven to the Sultan, six to the Invincible, three to the Alexandra, two to the Inflexible, and one to the Superb. The solemn ceremony of burying the men killed in action was performed early the next morning (Wednesday), the ensigns of the entire fleet flying half-mast high as the bodies were committed to the sea.

At half-past ten on Wednesday morning the Temeraire signalled that parties of soldiers were at work at the battery known as the Hospital Battery, near Fort Aida. The Temeraire asked: "Shall we fire upon them to prevent repairs?" To this Admiral Seymour signalled his consent, and the Temeraire and Inflexible opened fire. Only six rounds of shot and shrapnell were fired when the white flag was hoisted by the enemy. This was done, without doubt, to gain time to enable the Egyptian soldiers to leave Alexandria, and, as will afterwards be seen, to fire the town before doing so.

The gunboat Bittern, with Flag-Lieutenant Lambton on board, was sent inside to inquire the enemy's intentions. After the Bittern had steamed off, the Temeraire made the following signal:—"The body of men we saw working at the Hospital Battery dispersed after our last shrapnell shell was fired, and took refuge in the casements close by. We saw about 160 men, armed with rifles, running towards the lighthouse fort. They carried bags. We also saw an Egyptian general, apparently Arabi Pasha himself, surrounded by his staff."

At half-past three the Bittern arrived back. Lieutenant Lambton reported that the evident object of the hoisting of the flag of truce was, as already has been said, to gain time. When the Bittern went in, large bodies of troops were evacuating the barracks behind the forts, going out in full marching order. As was expected, the enemy had no proposals of any kind to make. Lieutenant Lambton informed them that he had not come to offer conditions, but to receive proposals. He informed them that Fort Marabont must be destroyed, and that Meks Fort must be occupied by British troops. The Egyptians replied that Fort Marabont was already evacuated, but could give no definite answer as to Meks Fort. Getting no satisfaction, and unwilling to waste further time, Lieutenant Lambton took his leave. Loufti Pasha, the Military Governor, conducted the negotiations. He was in command during the

action of the 11th, and admitted that his troops had suffered heavy losses. Five precious hours were thus wasted in abortive negotiations, as in the meantime the swell had increased so much that, had hostilities been resumed, the British fire would have been ineffective.

At five o'clock p.m. the *Invincible* fired a nine-inch shell at Fort Meks. Although the ship was rolling heavily the shell struck on the exact spot aimed at, and in a short time flames broke out from the building. There was no reply, nor was there any sign of life in the building. Again on Thursday morning shots were fired into the fort. No answer being received, the admiral sent a reconnoitring party ashore. This party found that not only the forts, but the city as well, had been evacuated during the night. The city was burning all Wednesday night. The scene was appalling. The Egyptian troops set an example of violence and robbery, and looted everything they could lay hands on. They were ably assisted in this work of pillaging and destroying the city by hordes of Bedouin Arabs who poured into the deserted city. To further ensure the work of massacre, the convicts in the prison were let loose, and horrible atrocities were committed. Hundreds of Europeans were massacred under circumstances of horrible barbarity. A hundred Europeans were successful in fighting their way down to the beach, when they were taken off by armed boats from the fleet. The Khedive and Dervish Pasha, who were in a place of safety during the terrible scenes of Wednesday night, found their way to the fleet, and were safely put on board one of the vessels in the harbour.

Arabi Pasha escaped at the time, but after his defeat at Tel-el-Kebir, he surrendered at Cairo in September, 1882, and was arraigned for trial. The indictment charged him with violating the right of nations in hoisting the white flag to cover his retreat, and leaving Alexandria to be pillaged; also with having excited the Egyptians to arms against the Khedive, continuing the war notwithstanding news of peace, and inciting to pillage in Egypt. He was tried on 9th December, 1882. He pled guilty to all the charges. He was condemned to death, yet on the same day his sentence was commuted to perpetual exile from Egypt and its dependencies. He then left for Ceylon, where he resided till May, 1901, when, it is interesting to record, that, coward and adventurer such as Ahmed Arabi Pasha proved himself to be, the Khedive pardoned him.

THE END.



843401

359.0942

